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National Highway Traffic Safety Administration

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TRANSPORTATION SCIENCES CENTER ACCIDENT RESEARCH GROUP

Division of Arvin/Calspan
New York

CALSPAN REMOTE AIR BAG DEPLOYMENT INVESTIGATION

CALSPAN CASE NO. 93-7

VEHICLE - 1993 VOLVO 850 GLT

OH

ACCIDENT DATE - 1993

Contract No. DTNH22-93-Q-07222

Prepared for:

U.S. Department of Transportation National Highway Traffic Safety Administration Washington, D.C. 20590

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The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points are coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-crash, crash, and post-crash movements of involved vehicles and occupants.

Because each crash is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.

TECHNICAL REPORT STANDARD TITLE PAGE

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CALSPAN ON-SITE AIR BAG DEPLOYMENT INVESTIGATION CALSPAN CASE NO. 93-7 VEHICLE -1993 VOLVO 850 GLT LOCATION -

SUMMARY

This on-site investigation focused on a 1993 Volvo 850 GLT, four-door sedan that was involved in a minor front-to-rear impact sequence with a 1986 Volkswagen Golf. The crash occurred on a two lane roadway at its junction with a driveway for a shopping center on 1993 during daylight hours in 1993. The roadway was straight with an average positive grade of 3.5 percent which crested at the driveway junction. The asphalt road surface was dry with a posted speed limit of 56 km/h (35 mph).

The 1993 Volvo 850 GLT was equipped with a Supplemental Restraint System (SRS) that consisted of dual driver and right front passenger air bags and pyrotechnic pretensioners in the front 3-point manual belt systems. In addition to the SRS, the Volvo was equipped with four-wheel, power-assisted disc brakes with anti-lock (ABS), a four-speed automatic transmission, power windows, a tilt and telescoping steering wheel, three rear seat 3-point lap and shoulder belt systems, an integrated child restraint in the center rear position, head restraints at all five seated positions, and a Side Impact Protection System (SIPS). The Volvo was recently purchased from a local dealer and had an odometer reading of 937 km (582 miles). The vehicle was manufactured in 1992 and was identified by the following V.I.N.: YVILS5500P2 (production number deleted).

The Volvo was occupied by an adult female driver and her six year old daughter who was seated in the right front position. They were en route to their residence and were traveling in an easterly direction on the two lane roadway at a police reported speed of 48 km/h (30 mph). The Volkswagen Golf was stopped in the eastbound travel lane of the roadway at a hillcrest ahead of the Volvo's path of travel. The driver of the Volkswagen was waiting for westbound traffic to clear to initiate a left turn into the shopping center. The driver of the Volkswagen estimated that he was stopped in the roadway for 10-15 seconds. During this time frame, he checked for approaching traffic in his rear view mirror and noted a red vehicle (Volvo) approaching the rear of his stopped vehicle. He redirected his attention forward, then again checked for traffic in his mirror. At this point the driver of the Volkswagen noted that the approaching vehicle was not decelerating and he braced against the steering wheel for the impending crash.

The driver of the Volvo failed to detect the stopped Volkswagen in sufficient time to avoid the crash. Immediately prior to impact, she applied a rapid braking force which compressed the front suspension of her vehicle. The Volvo was equipped with anti-lock brakes which did not deposit tire marks on the asphalt road surface.

The driver of the Volkswagen stated that his vehicle was positioned close to the centerline of the roadway and that his front wheels were turned slightly in a counterclockwise direction in preparation for the left turn. The center and left frontal areas of the Volvo impacted the right two-thirds of the rear of the Volkswagen Golf. The Volvo's impact speed was computed at 22 km/h (13 mph) by the damage and trajectory algorithm of the CRASHPC program. Resultant directions of force were 12 o'clock for the Volvo and 6 o'clock for the Volkswagen. Due to the pre-impact braking, the front bumper of the Volvo initially impacted then underrode the rear bumper of the Volkswagen. Direct contact damage on the Volvo began 18.4 cm (7.3") right of center and extended 97 cm (38") to the left front corner. As a result of the underride, there was no residual

SUMMARY (CONT'D.)

crush to the Volvo's bumper. Crush was limited to the hood face and grille area which yielded a maximum of 5.7 cm (2.3") of sheetmetal crush that was located 31.2 cm (12.3") left of center. The Volkswagen Golf sustained minor damage to the rear bumper and adjacent sheetmetal. Direct contact damage began 31.2 cm (12.3") left of center and extended 105.2 cm (41.4") to the right bumper corner. Maximum crush was 3.8 cm (1.5") at the right bumper corner. As a result of the crash, the Volvo sustained a CRASHPC estimated velocity change of 12 KPH (7 mph) which was sufficient to deploy the SRS. The Volkswagen was accelerated forward and sustained an equivalent velocity change of 17 KPH (11 mph).

The Volvo came to rest near the point of impact. The crash displaced the Volkswagen approximately 3 m (10') forward as the driver of the Volkswagen maintained brake application. The investigating police officer documented a distance of 1.5 m (5.0') that separated the final rest positions of the vehicles. Immediately following the crash, the driver of the Volkswagen unfastened his manual belt system and proceeded to the Volvo to check the condition of its occupants. He could not recall if he had assisted the driver of the Volvo in opening the left front door or if she had opened the door. The driver of the Volkswagen stated that the driver of the Volvo was fanning a smoke-like substance within the vehicle (residue from SRS deployment) and was hysterical over the condition of her daughter who came to rest on the right front floor. The driver of the Volkswagen ran to the shopping center and instructed a clerk to notify 911 of a medical emergency in front of the shopping center. He then returned to the scene and waited for emergency personnel to arrive.

The driver of the Volvo was a 34 year old female with a reported height of 152 cm (60"), and weight of 41 kg (90 lbs.). She stated to the police that she wore the manual 3-point lap and shoulder belt system; however, the evidence indicates that she was not restrained. The front seat three-point lap and shoulder belt systems were equipped with pyrotechnic pretensioners that were activated by the SRS. The pretensioners fired as the SRS deployed and spooled-up approximately 10 cm (4") of belt slack before locking the belts taut against the B-pillar. The belt webbing was abraded by the plastic trim panel that covered the B-pillar and the top-mounted retractor mechanism. If the belt system had been worn at the time of the crash, the pretensioner would have locked the belt in its approximate worn position.

The driver was probably in a normal seated position at impact with the seat track adjusted to a forward position. At the time of our inspection of the Volvo, the driver's seat (power) was found adjusted to a rear-track position with the seat back set 15° rearward of vertical. She initiated a forward trajectory in response to the 12 o'clock impact force and contacted the deploying air bag with her face and upper thoracic areas. Lipstick and makeup transfers were visible on the air bag and were located at the center position of the bag. The driver sustained an area of redness (contusion) to the upper chest and abrasions and contusions to the chin (AIS-1) that resulted from her involvement with the air bag. There were no other contact points within the vehicle from the driver.

The right front occupant of the Volvo 850 GLT was the driver's six year old daughter. She had a reported height of 112 cm (44") and weight of 23 kg (51 lbs.). The child passenger was wearing an orange jacket with a knit-type collar, blue jeans, and tennis shoes. Although her mother stated to the police that she was wearing the manual 3-point lap and shoulder belt system, our investigation determined that she was not restrained. The right front manual belt system was also equipped with a pyrotechnic pretensioner that fired at impact with the SRS. The right front belt system was in a position similar to the driver's belt, locked against the right B-pillar with the latchplate resting against the bottom edge of the trim panel slot (normal D-ring location).

SUMMARY (CONT'D.)

Based on the location and severity of the child passenger's injuries and the associated contact points within the vehicle, it was presumed that the child was in a normal seated position and rotated slightly to her right, exposing her front left side to the instrument panel. Immediately prior to impact, the driver applied a rapid braking force in an attempt to avoid the impending crash. Due to the brake induced deceleration, the child passenger moved forward from the seat and against the right instrument panel and passenger side air bag module assembly. As the child contacted the involved components, the frontal area of the Volvo impacted the rear of the stopped Volkswagen which resulted in deployment of the dual driver and passenger air bag SRS.

The child's left arm was probably folded against her left side area with her hand extended in an upward direction at impact. She was either holding a small troll doll in the left hand or the doll was positioned on top of the passenger side air bag module cover flap. As the passenger side air bag deployed, the left lower edge of the module cover flap contacted her arm as the flap began to open in an upward direction. The initial contact resulted in a 3 x 1 cm hematoma over the anterior armfold at the left elbow and crepitation of the elbow. (The medical examiner stated that he suspected a fracture of the elbow; however, he did not x-ray or open the joint to confirm the injury.) In addition to the arm contact, the module cover flap contacted the child's chest as it continued to open in an upward direction. The deploying passenger side air bag subsequently expanded across the child's chest as she was positioned against the module assembly. Due to the child's forward position, she restricted the deployment of the air bag and as a result, the bag pushed against the internal surface of the module cover flap which may have contributed to an earlier separation of the nylon tether straps that were affixed to the outboard edges of the flap and the module assembly as designed by the manufacturer. The loading force of the module cover flap and the deploying air bag against the child's chest resulted in focally hemorrhagic and ecchymotic areas of the lungs, a 0.7 cm hematoma of the interatrial septum over the right atrium, and a 1.7 cm rupture of the capsule of the spleen. Due to the child's age and her pliant rib cage, there were no fractures of the ribs or sternum.

The separation of the module cover tether straps allowed the flap to open beyond its normal limits and with greater force as demonstrated by the heavy contact pattern of the module cover on the windshield. The left lower edge of the flap probably contacted the knitted collar of the jacket and subsequently impacted the inferior aspect of the child's chin. The flap continued up into the left anterior aspect of her chin and into the lips and left side of the mouth area. As a result, she sustained a 10 x 5 cm abrasion to the anterior and inferior aspects of the chin, a 4 x 1 cm hemorrhagic area to the upper and lower lips, and a 3 x 1.5 cm abrasion at the left lateral aspect of the mouth. A large orange fabric transfer was noted to the left lower horizontal face of the module cover flap and to the lower edge of the flap at the parting seam. The transfer was located 3.3 cm (1.3") inboard of the left edge of the flap and extended 7.1 cm (2.8") to the right and extended 5 cm (2") vertically from the seam onto the face of the flap.

The upward rotation of the module cover flap and contact with the inferior aspect of the occupant's chin, in combination with deployment of the passenger side air bag, accelerated the child in both a vertical and rearward direction. As the module cover flap disengaged from the child occupant, it continued to pivot in an upward direction and impacted the laminated windshield with the right corner area. The contact cracked the glass and bowed the windshield 5.4 cm (2.1") in an outward direction. Black vinyl transfers from the corner of the module cover flap were embedded into the cracked glass 48 cm (19") right of the vehicle's centerline. The mid area of the module cover flap compressed the troll doll into the windshield. The glass abraded the front side of the doll

SUMMARY (CONT'D.)

and its purple hair was embedded into the cracked windshield 41 cm (16") right of center and 18 cm (7") above the top of the instrument panel.

As the child was thrust upward and rearward, the dorsal aspect of her left hand swiped across the cracked windshield depositing faint tissue transfers in a diagonal pattern. The contact resulted in multiple hematomas and lacerations to the dorsum of the hand. The superior aspect of the child's head impacted the right side of the rear view mirror and compressed the mirror into the overhead map light area. The impact fractured the mirror glass and separated the mirror from its windshield header mount. The subsequent contact from the mirror into the map light area resulted in multiple black plastic transfers to the lenses and switches of the lights. As a result of the contact, the child sustained a 5 cm diameter hematoma over the superior sagittal suture line of the scalp, a 0.7 cm hematoma of the right frontal scalp, fine, diffuse, acute subarachnoid hemorrhage (not further specified), acute contusions of the superior aspect of the left and right temporal lobes of the brain anteriorly, uncal and cerebular tonsillar hemiation, acute contusion of the inferior aspect of the pons on the right, and pronounced brain swellings (1,545 grams). The medical examiner stated that the average brain weight of a child is approximately 1100 grams. The mirror frame and fractured mirror glass produced a 4 x 2 cm hematoma at the lateral aspect of the left eye, 4 x 2 cm hematoma to the left lateral tip of the nose, and 2 and 3 cm lacerations to the lateral tip of the nose.

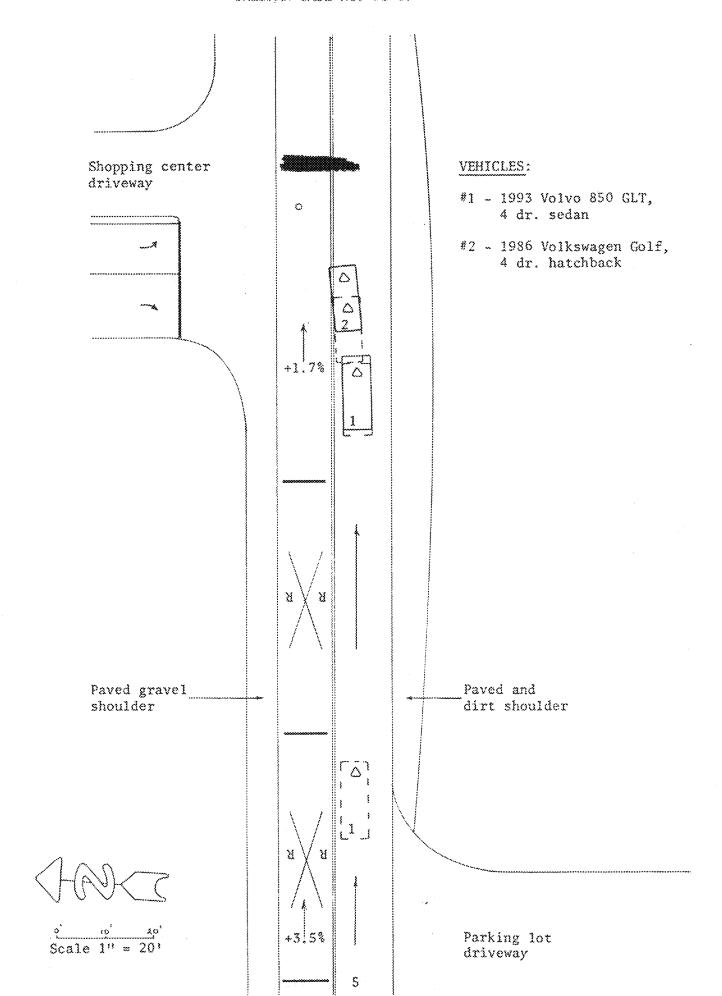
The child passenger rebounded from the vertical loading of the mirror contact and fell to rest on the right front floor area of the Volvo. Her right ear probably impacted the leading edge of the seat cushion which resulted in hematomas to the upper and mid aspects of the right ear auricle. She came to rest with her head on the seat cushion and her body slumped onto the floor with the deflated passenger side air bag extended over her body.

A passing motorist, who is a nurse and an emergency medical technician, noted the windshield damage to the Volvo and immediately stopped to offer assistance. She approached the right side of the vehicle and observed the child on the right front floor. The motorist motioned for the driver to unlock the right front door so she could gain access to the child. As she reached the child, she found the passenger unconscious. The nurse detected a pulse and checked for breathing from the passenger's nose and mouth. She held the child's head in alignment to maintain an airway and waited for rescue personnel to arrive on-scene.

Paramedics from a local professional fire station responded to the scene and arrived within minutes of the crash. The fire station was located approximately 1.2 km (0.8 miles) from the crash scene. The paramedics immediately cut the child's jacket from her in the vehicle and placed a cervical collar to maintain head and neck alignment. The paramedic who removed her jacket observed that the child was bleeding from the nose and mouth prior to arrival and that the blood flow had stopped. The passenger was placed on a backboard and removed from the vehicle to an ambulance. While en route to a local hospital, the child lost her pulse and heartbeat. She was revived in the ambulance prior to arrival at the hospital. The total length of time from time of call to arrival at the hospital was 18 minutes.

At the hospital, the child was stabilized before being transported by helicopter to a children's hospital in She was maintained on life support until morning, when she expired at 0944 hours, approximately 41 hours after the crash.

ACCIDENT SCHEMATIC CALSPAN CASE NO. 93-07



CALSPAN REMOTE AIR BAG DEPLOYMENT INVESTIGATION CALSPAN CASE NO. 93-7 VEHICLE - 1993 YOLVO 850 GLT LOCATION -

CRASH DATA

Location:

Urban two-lane roadway

City/Township:

Area/Type:

Urban/Commercial

Crash Date/Time:

, 1993, daylight hours

Investigating Police Agency:

Police Department

Crash Type:

Car/Car, front-to-rear impact configuration

Air Bag Vehicle

Driver - Minor (AIS-1)

Occupant Injury Severity:

Right Front Passenger - Fatal (AIS-5)

AMBIENCE

Viewing Conditions:

Daylight

Weather:

Clear

Precipitation:

None

Road Surface:

Dry

HIGHWAY

Type:

Urban collector

Number of Lanes:

2

Width:

7.2 m (23'7")

Surface:

Asphalt, good condition

Median:

None

Edge:

North edge-2.0 m (6.5') paved and gravel shoulder

South edge-1.8 m (6') paved and dirt shoulder

HIGHWAY (CONT'D.)

Vertical Alignment:

Horizontal Alignment:

Straight

Estimated Coefficient

of Friction:

.75

Traffic Density:

Moderate

TRAFFIC CONTROLS

Signals:

None

Signs:

No pertinent signs

Markings:

Yellow full barrier centerlines, solid white edgelines, advance railroad crossing warning pavement markings in the westbound travel lane

drum

Speed Limit:

50 km/h (35 mph)

VEHICLES

	Air Bag Vehicle	Vehicle #2
Description:	1993 Volvo 850 GLT, 4 dr. sedan	1986 Volkswagen Golf Diesel, 4 dr. hatchback
V.I.N.:	YVILS5500P2 (production number deleted)	IVWEGO177GV (production number deleted)
Color:	Red	Silver
Odometer:	937 km (582 miles)	258,761 km (160,721 miles)
Engine:	Transverse mounted 2.4 liter, 20 valve 5 cylinder	4 cylinder diesel
Transmission:	4-speed automatic overdrive, console mounted transmission selector lever	5-speed manual, floor mounted transmission selector lever
Steering:	Power assisted rack-and-pinion	Manual rack-and-pinion
Brakes:	Power assisted 4-wheel disc with	Power assisted front disc, rear

anti-lock (ABS)

VEHICLES (CONT'D.)

Air Bag Vehicle

Vehicle #2

Padding:

Upper, mid, and lower instrument panels, soft edged steering wheel rim and air bag module covers, door panels, door armrests, head restraints, headliner, sunvisors, soft edged transmission shift lever and emergency brake lever

Upper and mid instrument panel, soft edged steering wheel rim and spoke covering, sunvisors, door panels, adjustable head restraints

Manual Restraints: 3-point lap and shoulder belt systems in the five designated seated positions. Integral child seat (forward facing) incorporated into the center rear seat back 3-point lap and shoulder belts in the left front and right front seated positions, 3 rear seat lap belts

Automatic Restraints:

Supplemental Restraint System (SRS) that consisted of a dual driver and right front passenger air bags and pyrotechnical pretensioners in the front outboard 3-point belt systems. The SRS deployed as a result of the front-to-rear impact sequence

None

Additional Occupant Protection: Side Impact Protection System (SIPS) consisted of a pair of lateral tubes in the base of the front seats which connected the B-pillars to a reinforced center floor box between the seats and raised sills at the base of the B-and C-pillars to distribute crash forces and absorb energy by controlled crush

None

Defects:

None

None

Tow Status:

Towed due to SRS deployment

and occupant injury

Not required, driven from scene

Air Bag Vehicle

Exterior:

The frontal area of the Volvo GLT sustained minor damage from its impact sequence with the rear of vehicle #2. The upper face of the front bumper facia initially contacted the rear bumper of vehicle #2 then subsequently underrode the Volkswagen's bumper. As a result, the Volvo sustained crush damage to the hood face, grille, and left headlamp area.

Direct contact damage began 18.5 cm (7.3") right of center and extended 97 cm (38") to the left front corner. Contact damage on the bumper facia consisted of abrasions and black rubber/plastic transfers and a vertically orientated tear at the mid portion of the facia. There was no residual crush to the bumper system. The Volvo was not equipped with a conventional hydraulic bumper energy absorbing system. The leading ends of the front frame rails consisted of 2 deformable convoluted energy absorption system with two V-shaped convolutions at each rail. The outboard convolutions were 7.0 cm (2.8") in width while the inboard convolutions were 2.5 cm (1.0").These vertically orientated convolutions were not compressed ordisplaced laterally and appeared to be in factory-original condition.

Vehicle #2

The rear area of the Volkswagen Golf sustained minor damage as a result of being struck by the frontal area of the Volvo. The driver/owner reported that the right rear bumper area was previously damaged from an extremely minor backing collision against a tree. He reported that the previous damage had not been repaired.

The Volvo impacted the right two-thirds of the rear area of vehicle #2. Direct contact damage began 31.1 cm (12.3") left of center and extended 105.2 cm 41.4" to the right corner. The contact damage consisted of abrasions to the bumper face and deformation to the sheetmetal panels above and below bumper level. The impact displaced the bumper forward which resulted in a full width induced and direct contact damage length of 150.6 cm (59.3"). Crush values at bumper level were as follows:

 $C_1 = 3.8 \text{ cm } (1.5"),$

 $C_2 = 2.9 \text{ cm } (1.1"),$

 $C_3 = 2.3 \text{ cm } (0.9)^{\circ},$

 $C_4 = 1.3 \text{ cm } (0.5^{\circ}),$ $C_5 = 0.8 \text{ cm } (0.3^{\circ}),$

 $C_6 = 0$ cm.

The bumper crush resulted from contact by both the bumper and grille areas of the Volvo as it impacted and underrode the Volkswagen. The Volvo's bumper subsequently contacted and dented the sheetmetal valence below the Volkswagen's bumper. The grille area also contacted the sheetmetal above the bumper. Both areas sustained minimal crush of approximately 3.3 cm (1.3") in depth.

VEHICLE DAMAGE (CONT'D.)

Air Bag Vehicle

Exterior (Cont'd.):

The damage to the hood face, grille, and headlamp components resulted from contact with the rear bumper of the Volkswagen Golf. The sheetmetal deformation began at the right hood face, directly inboard of the right headlamp assembly. The direct contact damage extended laterally 109.2 cm (43.0") to the left turn signal Although no structural components were involved, the sheetmetal crush values at grille level were as follows:

 $C_1 = 3.8 \text{ cm } (1.5)^{\circ},$

 $C_2 = 5.8 \text{ cm } (2.3^\circ),$

 $C_3 = 6.4 \text{ cm } (2.5^\circ),$

 $C_4 = 1.3 \text{cm} (0.5),$

 $C_5 = 0 \text{ cm}$

 $C_6 = 0$ cm.

Components damaged by the minor severity crash included the front bumper facia, license plate, hood and hood face, grille, left headlamp and turn signal assemblies, the left front fender, and a superficial crack of the plastic cowl that extends across the upper radiator support panel.

CDC:

Repair Cost:

12-FYEW-1

\$6,000 (estimated, inclusive of

SRS replacement)

Vehicle #2

Damaged components included the rear bumper, right bumper EAD, the sheetmetal above and below the bumper, and slight induced damage to the right rear quarter panel.

06-BZEW-1

\$750 (estimated)

VEHICLE DAMAGE (CONT'D.)

Interior, Air Bag Vehicle: The interior of the Volvo 850 GLT sustained extensive damage that resulted from deployment of the SRS and subsequent occupant contact. The driver side air bag deployed in a normal sequence from the module contained in the center of the steering assembly. The module cover flaps opened in an Hconfiguration to allow the bag to inflate. There were two makeup transfers at the center area of the deployed bag. A lipstick transfer was located 3.8 - 6.4 cm (1.5 - 2.5") above the horizontal centerline of the bag and extended 0.8 - 3.3 cm (0.3 - 1.3") to the left of the vertical centerline. Located immediately below the lipstick transfer was a skin-tone makeup transfer that began 3.8 cm (1.5") left of center and extended to 2.5 cm (1.0") right of the vertical centerline and 0-3.8 cm (0-1.5") above the horizontal centerline. In addition to the makeup transfers, several blood smears were observed to the backside of the bag, located between the peripheral seam and the upper vent ports. These smears probably occurred postcrash as the driver attended to the right front passenger and subsequent contact with the bag as she exited the vehicle. The driver did not have open or bleeding wounds.

The passenger side air bag deployed from the module located in the upper right instrument panel area. The formed module cover flap consisted of both the top (horizontal) surface of the instrument panel and the upper vertical surface of the panel. The flap was hinged at the top and opened in an upward direction toward the windshield. Woven nylon tether straps were vulcanized to the sides of the flap 4.6 cm (1.8") above the bottom edge. These 1.9 cm (0.8") wide straps were attached to the outboard surfaces of the instrument panel and limited the vertical travel of the passenger module flap. Both straps separated approximately 1.3 cm (0.5") above the instrument panel and as a result, the passenger flap contacted and cracked the laminated windshield. Black vinvl fragments were embedded into the cracked windshield 49.5 cm (19.5") right of center and 15.2 cm (6.0") above the upper instrument panel. In addition to cracking the glass, the cover flap bowed the windshield 5.3 cm (2.1") in an outward direction.

Both front seat manual 3-point lap and shoulder belt systems were equipped with pyrotechnical pretensioners that were activated with deployment of the SRS. The pretensioners spool-up belt slack to provide an occupant with a snug belt for maximum protection during a crash. Both front seat belts were not worn by the occupants; therefore, the belts were retracted against the B-pillars as the pretensioners fired. The belt webbing was spooled-up by the pretensioners and, as a result, the webbings were pulled taut against the pillars and were

VEHICLE DAMAGE (CONT'D.)

Interior, Air Bag Vehicle (Cont'd.): locked in their pre-crash, retracted (stowed) positions.

The right front child passenger contacted and damaged multiple interior components during her pre-crash, crash, and post-crash trajectories. Prior to impact, the unrestrained child occupant was thrust forward due to the suspected pre-impact braking by the driver of the Volvo. As the SRS deployed, the passenger side air bag module cover flap contacted the neck area of the jacket that the child was wearing. A large orange fabric transfer was noted to the left forward edge of the flap. It began at the parting seam and extended 5 cm (2") vertically onto the face of the flap. The transfer began 3.3 cm (1.3") inboard of the left edge of the flap and extended 7.0 cm (2.8") to the right. A purple "Troll Doll" was either held by the child occupant or was positioned on top of the passenger air bag module cover flap. The module cover flap accelerated the doll into the windshield and was subsequently compressed into the glass by the flap. Purple hair from the doll was embedded into the cracked windshield 41 cm (16") right of center and 18" (7") above the instrument panel. The anterior aspect of the doll was heavily abraded from the glass contact.

The child's left hand subsequently contacted the cracked windshield which produced a faint diagonally orientated tissue transfer to the glass. The transfer was 19.1 cm (7.5") in length and 5.8 cm (2.3") in width and was located mid-glass 18 - 25 cm (7 - 10") right of center. The superior aspect of the child's head impacted the bottom edge of the rearview mirror and compressed the mirror vertically into the headermounted map lights. As a result of the head contact, the bottom edge of the plastic frame for the rearview mirror was cracked. In addition, the mirror glass was cracked and the assembly was separated from the stem-type mount. There were abrasions and black plastic transfers to the map light unit from the contact with the mirror. Immediately below the left map light, an oily type smudge was noted to the windshield 3.8 cm (1.5") left of center which extended 5 cm (2") below the There were two small lacerations to the fabric headliner that probably resulted from flying rearview mirror or windshield glass. The lacerations were located above the driver's seated area and were 31.8 cm (12.5") and 34.3 cm (13.5") left of center and 29.2 cm (11.5") and 38.1 cm (15.0") rearward of the windshield header.

Additional scuffs were noted to the transmission shifter, the upper right surface of the mid instrument panel, and to the left side of the right front seat back. These superficial scuffs did not result in permanent damage to the interior components.

SUPPLEMENTAL RESTRAINT SYSTEM

The Volvo 850 GLT was equipped with a Supplemental Restraint System (SRS) that deployed as a result of the minor front to rear impact sequence. The SRS consisted of dual driver and right front passenger side air bags and pyrotechnical pretensioners in the front 3-point lap and shoulder belt systems. The pretensioners were mounted to an elongated reel which allows the belt to retract to a vertical height that is proportionate to the occupant, thus resulting in automatic height adjustment for the shoulder belt webbing. At the time of our inspection of the vehicle, both manual 3-point belt systems were found fully retracted against the respective B-pillars. The pyrotechnic pretensioners fired and spooled-up the belt slack which pulled the webbing taut against the pillars.

The driver side air bag module was contained within the lower portion of the four-spoke steering wheel and was mounted flush to the wheel rim. The module cover opened at the designated tear points in a typical H-configuration. The upper module cover flap measured 19.1 cm (7.5") horizontally x 7.6 cm (3") vertically and was approximately 7.9 mm (5/16") in thickness. The internal vertical edges of the upper flap were molded in a V-configuration and were approximately 15.9 mm (5/8") in thickness. The upper flap was opened fully against the upper steering wheel rim and the corners were deformed inward from rim contact. The lower module cover flap was 19.1 cm (7.5") horizontally x 6.4 cm (2.5") vertically and was similar in thickness to the upper flap. This flap had opened to an angle of approximately 75-80° and was 5 cm (2") above the lower steering wheel rim. Both module cover flaps were reinforced with a 1 mm sheetmetal plate that was molded within the vinyl flaps, thus forming a rigid type flap.

The driver side air bag deployed from the module assembly and was not damaged during the crash. The bag was constructed of a woven heavy-duty polyamide fabric with a neoprene liner. In its deflated state, the driver side bag measured approximately 64.8 cm (25.5") in diameter. In its fully inflated state, the volume of the driver's side bag was approximately 65 liters. The bag was sewn with an external peripheral seam with one row of stitching. There was approximately 9.5 mm (3/8") of fabric extending outboard of the stitching and the edge of the bag was frayed around the entire circumference. The bag was tethered by four internal tether straps that were bonded to the center area of the bag. There were four 2.5 cm (1.0") diameter venting ports located on the back side of the bag (opposite of the driver) at the 10 and 2 o'clock and 4 and 8 o'clock positions. The vent ports were centered 8.6 cm (3.4") outboard of the steel backer plate for the inflator assembly. There was a grayish generant residue on the module cover flaps directly forward of the vent ports. The driver side air bag module was not removed from the steering assembly. There was an embossed alpha-numerical identification number on the interior surface of the lower module cover flap which was as follows:



As previously stated, there was no damage to the air bag fabric. Several makeup transfers were noted to the face of the bag (area exposed to the driver) and a blood smear on the back side of the bag, located between the upper vent ports.

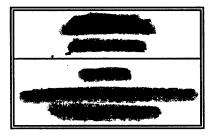
The right front passenger side air bag module assembly was located in the right upper instrument panel. The module was concealed by a curved cover flap that extended on both the vertical and horizontal surfaces of the instrument panel. The cover flap measured 32.8 cm (12.9") horizontally, 9.9 cm (3.9") along the vertical surface, and 7.6 cm (3") in depth across the top surface of the instrument panel. The cover flap opened at the designated lower and side parting seams and was hinged at the upper horizontal surface, parallel to the base of the windshield, thus

SUPPLEMENTAL RESTRAINT SYSTEM (CONT'D.)

allowing the flap to open in an upward direction. The cover flap was molded of a vinyl type material with a pliable internal flap which contained the replacement instructions for the passenger air bag module assembly. The module assembly was identified by a series of labels that were affixed to the internal surface of the exterior cover flap. A bar coded label identified the module as follows:

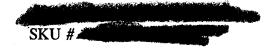


Additional labels were as follows:



The outboard edges of the passenger module cover flap were tethered to the sides of the module assembly by woven nylon type webbings that were similar in appearance to seat belts. The straps were 19 mm (.75") in width and were approximately 16.5 cm (6.5") in length. The straps were designed to restrict the vertical movement of the flap. Both straps completely separated approximately 1.3 cm (0.5") above the attachment point of the module assembly. The separated ends were frayed in an irregular pattern with long strands of fabric at the module side of the separation. The straps were bonded approximately 4.5 cm (1.8") above the bottom edge of the flap.

The passenger side air bag was constructed of a woven heavy-duty polyamide fabric and was sewn with internal seams located at the side surfaces of the bag. The bag fabric was beige in color on the top and bottom surfaces and was white on the side surfaces. There was no liner or vent ports for the passenger bag which apparently exhausted the gases through the bag fabric. The Volvo service manual specified an inflated volume of approximately 150 liters for the passenger side air bag. In its deflated state, the passenger air bag extended approximately 100.3 cm (39.5") rearward from the module to the crash adjusted position of the right front seat back and head restraint. The passenger bag was identified by a bar coded label that was affixed to the bottom of the bag adjacent to the module assembly. The label read as follows:



There was a small 9.5 mm (0.4") diagonally orientated tear at the top surface of the passenger bag. The tear was located 28 cm (11") from the module and 12.7 cm (5.0") inboard of the lower right seam. The edges of the tear appeared to be discolored (darkened), similar to exposure to heat or the hot gases venting through the tear. There was no other damage or occupant contact evidence to the passenger air bag.

SUPPLEMENTAL RESTRAINT SYSTEM (CONT'D.)

The SRS was monitored by a diagnostic system and faults were indicated by the illumination of a lamp in the left lower quadrant of the instrument cluster. During the inspection of the vehicle, the ignition switch was turned to the run position and the SRS indicator lamp glowed constant indicating that the system was inoperable (SRS deployed).

A warning label was affixed to the left lower B-pillar that identified the vehicle as SRS equipped. The label also advised the owner to have the system serviced and inspected on

VEHICLE VELOCITY ESTIMATES

	Air Bag Vehicle	Vehicle #2
Travel Speed:	48 km/h (30 mph)	0 km/h (0 mph)
Impact Speed:	22 km/h (13 mph)	0 km/h (0 mph)
Total ΔV :	12 km/h (7 mph)	17 km/h (11 mph)
Longitudinal ΔV :	-12 km/h (-7 mph)	17 km/h (11 mph)
Lateral ΔV :	0 KPH (0 mph)	0 KPH (0 mph)
Energy Absorption:	7890 joules (5819 ft.lbs.)	145000 joules (10693 ft.lbs.)

The impact speeds and velocity changes (ΔV_8) were computed by the damage and trajectory algorithm of the CRASHPC program. A copy of the output is included as Appendix B of this report.

COLLISION SEQUENCE

Pre-Crash:

This crash occurred on an east/west, two lane asphalt roadway during daylight hours in moderate to heavy traffic. In the vicinity of the crash scene, the road surface was straight with a positive grade to the east that crested at a hill located near the impending point of impact. A three lane driveway for a shopping center intersected the west roadedge at the hillcrest. There were no traffic controls to regulate traffic in or out of the shopping center. The posted speed limit was 56 km/h (35 mph).

The driver of the 1993 Volvo GLT was transporting her six year old daughter to their residence and was traveling in an easterly direction at a police reported speed of 48 km/h (30 mph). The driver had negotiated a moderate right curve and traversed an at-grade highway/railroad crossing and began to ascend the positive grade toward the driveway junction.

COLLISION SEQUENCE (CONT'D.)

Pre-Crash (Cont'd.):

The driver of vehicle #2 was stopped in the eastbound lane at the driveway junction, waiting for westbound traffic to clear to initiate a left turn into the shopping center. The Volkswagen was positioned close to the centerlines of the roadway and the front wheels were turned slightly to the left. The driver of vehicle #2 stated that he had his left turn signal on and his right foot on the brake to prevent the vehicle from rolling backwards. While stopped, the driver of the Volkswagen checked his rearview mirror for approaching eastbound traffic. He observed the approaching Volvo ascending the grade and redirected his attention forward. The driver stated that he checked his rearview mirror a second time and began to track the Volvo as he determined the vehicle was not going to stop. He applied a heavy braking force and braced for the impending impact. The driver estimated that he had been stopped for 10-15 seconds prior to impact.

The driver of the Volvo was apparently inattentive or was distracted and failed to detect the stopped Volkswagen in sufficient time to avoid the crash. She probably applied a rapid braking force immediately prior to impact. The Volvo was equipped with four-wheel anti-lock (ABS) brakes and therefore did not leave evidence (i.e., skid marks) of pre-impact braking. (The probability of rapid pre-impact braking was determined from the underride impact configuration and the forward displacement of the unrestrained right front child occupant.)

Crash:

The pre-impact braking by the driver of the Volvo compressed the front suspension of the vehicle as it impacted the rear of the stopped Volkswagen. The impact speed for the Volvo was computed at 22 km/h (13 mph) by the damage and trajectory algorithm of the CRASHPC program. The upper surface of the center and left front bumper facia initially contacted the rear bumper of the Volkswagen. This contact was supported by abrasions to the upper surface of the Volvo's bumper facia. The bumper subsequently underrode the rear bumper of the Volkswagen and contacted the sheetmetal valence below the bumper. The hood face and grille area of the Volvo impacted and crushed against the bumper of the Volkswagen. The Volkswagen's bumper was displaced forward by the impact as the vehicles crushed to maximum engagement.

The front to rear impact sequence resulted in a 12 o'clock impact force to the Volvo and a 6 o'clock impact force to the struck Volkswagen. Although crush was minimal, and involved only sheetmetal components of the Volvo, velocity changes were computed by the damage algorithm of the CRASHPC program at 12 km/h (7 mph) for the Volvo and 17 km/h (11 mph) for the Volkswagen Golf. (A copy of the CRASHPC output is included as Appendix B of this report.) As a result of the impact-induced deceleration, the Volvo's Supplemental Restraint System deployed.

COLLISION SEQUENCE (CONT'D.)

Crash (Cont'd.):

There was no physical evidence at the crash scene to support the impact and final rest positions of the vehicles. The driver of the Volkswagen stated that his vehicle was displaced forward by the crash and that he reapplied the brakes to prevent his vehicle from crossing the centerline and into the westbound travel lane. He stopped his vehicle approximately 3 m (10') east of the point of impact. The Volvo probably came to rest several feet east of the point of impact. The investigating police officer documented a distance of 1.5 m (5.0') that separated the final rest positions of the involved vehicles.

Post-Crash:

Final Rest -

The Volkswagen Golf came to rest straddling the centerlines of the roadway, facing in an easterly direction. The Volvo came to rest within the eastbound travel lane facing in an easterly direction.

Driver Activities - Both drivers remained in their respective vehicles immediately following the crash. The driver of the Volkswagen stated that he remained in his vehicle for approximately 10 seconds in an attempt to gather his thoughts regarding the event. He looked in his rearview mirror to check the status of the driver of the Volvo. He did not detect activity within the Volvo and immediately exited his vehicle to check on the condition of its driver.

He could not recall if he had opened the left front door of the Volvo or if its driver had opened the door. As he approached the vehicle, the Volvo driver was fanning a smoke-like substance away from her face. The smoke was related to deployment of the Volvo's SRS; however, the driver of the Volvo initially thought the vehicle was on fire. The Volkswagen driver did observe at this point that the driver of the Volvo was not wearing the manual seat belt system.

The driver of the Volkswagen asked the Volvo driver if she was alright and she responded by stating "my daughter." He then observed the child passenger lying on the right front floor with her head resting on the right front seat cushion. She was partially covered by the deflated passenger side air bag. The Volkswagen driver then ran to the right front door of the Volvo in an attempt to offer assistance to the child passenger. Traffic was passing the Volvo on the right shoulder; therefore, the Volkswagen driver could not open the door. He instructed the Volvo driver to remain at the scene while he would attempt to call for professional assistance.

The driver of the Volkswagen ran to a store in the shopping center and called 911 for police and emergency rescue assistance. He then returned to the scene of the crash.

COLLISION SEQUENCE (CONT'D.)

Witness
Activities -

There were no known witnesses to the crash; however, a passing motorist observed the damage to the windshield of the Volvo and stopped to offer assistance. This woman was a nurse and an emergency medical technician (EMT). As she approached the left front door of the Volvo, she observed the driver reach toward the right front seat with her arms extended. At that point, the witness noted the child passenger at rest on the right front floor with her head on the seat cushion. The driver then exited the Volvo. The witness proceeded to the right side of the vehicle and found the right front door locked. She asked the driver to open the door so the witness could attend to the child passenger. She checked for pulse and breathing and held the child's head in alignment and waited for the paramedics to arrive on-scene.

Rescue Activities - The professional fire department was located approximately 0.8 km (0.5 miles) west of the crash scene. The rescue squad responded to the call and arrived within one minute of the call. Paramedics immediately evaluated the child and began to cut her jacket to better treat and assess her condition. She was placed on a backboard and immediately transported by ambulance to a local hospital. Upon arrival at the hospital, the child's condition was stabilized and she was transferred by helicopter to a local hospital.

Police Activities - Numerous officers from the Police Department responded to the call and assisted with the investigation, scene documentation, and traffic control. The officers completed their investigation and cleared the scene nearly two hours after receiving the call.

Scene Clearance - The Volvo sustained minor non-disabling damage; however, due to the traumatic injuries to the child occupant, and transport of the driver, the vehicle was towed from the scene.

The Volkswagen Golf sustained minor damage and was driven from the scene.

The police impounded the Volvo and stored it in a secure indoor garage pending this investigation.

HUMAN FACTORS/OCCUPANT DATA

Air Bag Vehicle

Driver: 34 year old female

Height: 152 cm (60")

Weight: 41 kg (90 lbs.)

Manual Restraint
System Usage: None

Usage Source: Vehicle inspection

Eyewear: Unknown

Vehicle Familiarity: Unknown

Route Familiarity: Daily

Trip Plan: En route to residence

Mode of Transport

from Scene: Ambulance, with daughter

Type of Medical Treatment: No treatment

DRIVER INJURIES

Injury Severity (OIC/AIS) Source

Mid chest contusion Minor (490402.14) Driver's side air bag

Semicircular contusion with Minor (290202.18, Driver's side air bag abrasion of the anterior and 290404.18)

inferior chin

DRIVER KINEMATICS

The petite female driver of the Volvo 850 GLT was in a presumed forward driving position. At the time of our inspection of the Volvo, the driver's seat track was apparently readjusted from its crash position and was 1.3 cm (0.5") forward of the full rearward position. The seat back was adjusted to an angle of 75°, 15° rearward of vertical. The power seat track had approximately 23 cm (9") of fore and aft adjustment. The Volvo was also equipped with a tilt and telescopic steering assembly that was found adjusted to the full forward position. The driver was not wearing the manual 3-point lap and shoulder belt system. The driver's side belt system was equipped with a pyrotechnic pretensioner that fired with the SRS. The pretensioner spooled-up the slack of the stowed belt and locked the system against the left B-pillar. In addition, the driver of the Volkswagen noted that the Volvo driver was not wearing the belt restraint as he approached the Volvo immediately following the crash.

At impact with the stopped Volkswagen, the SRS was activated, deploying both the driver and passenger side air bags. The driver was in a presumed forward driving position and initiated a forward trajectory in response to the frontal impact sequence and contacted the deploying driver's side air bag with her face and thoracic areas. The driver's mouth and chin areas contacted the center of the air bag. Lipstick and makeup transfers extended 6.4 cm (2.5") above to 3.8 cm (1.5") below the horizontal centerline of the bag. As a result of the contact, the driver sustained a semicircular area of abrasion and contusion to the anterior and inferior aspects of the chin. She also sustained an area of redness (confusion) to the mid-chest area from thoracic contact with the bag.

Although the driver was not wearing the manual belt system, the deployed air bag prevented her from direct contact with the steering assembly, thus preventing her from further injury. There were no other contact points noted within the vehicle from the driver. She remained upright and probably rebounded into the left front seat back, where she came to rest.

PASSENGER DATA

Age/Sex:

6 year old female

Height:

112 cm (44")

Weight:

23 kg (51 lbs.)

Seated Position:

Right front

Manual Restraint

System Usage:

None

Usage Source:

Vehicle inspection

Mode of Transport

From Scene:

Ambulance to local hospital then transferred by helicopter to a hospital

Type of Medical Treatment:

Admitted to Hospital where she expired 41

hours following the crash

PASSENGER INJURIES

Injury	Severity (OIC/AIS)	Source
Acute contusion of the inferior aspect of the pons on the right	Critical (140204.58)	Vertical loading of the rear view mirror and overhead map light
Uncal and cerebular tonsillar herniation	Critical (140202.58)	Vertical loading of the rear view mirror and map light
Acute contusions of the superior aspect of the left and right temporal lobes, anteriorly	Severe (140624,43)	Vertical loading of the rear view mirror and map light
Pronounced brain swelling, 1,545 grams	Severe (140664.49)	Rear view mirror and map light
Fine, diffuse, acute subarachnoid hemorrhage	Serious (140684.39)	Rear view mirror and map light
Focally hemorrhagic and ecchymotic areas of the lungs, 6 x 1.5 cm ecchymotic area over the posterior aspect of the right lung, 6 x 3 cm ecchymotic area over the upper lobe of the left lung, 4 x 1 cm ecchymotic area over the lower lobe of the left lung	Severe (441410.43)	Passenger side air bag
0.7 cm hematoma of the interatrial septum over the right atrium, 50 cc of blood was drawn from the right atrium	Severe (441004.34)	Passenger side air bag
1.7 cm rupture of the capsule of the spleen, 200 cc of free blood in the abdomen at the phragmatic area in the left side	Moderate (544222.22)	Passenger side air bag
0.7 cm hematoma of the right frontal scalp	Minor (190402.15)	Rear view mirror

PASSENGER INJURIES (CONT'D.)

Injury	Severity (OIC/AIS)	Source
5 cm diameter hematoma over the superior sagittal suture line of the scalp	Minor (190402.16)	Rear view mirror
1 cm hematoma in the upper portion of the right car auricle	Minor (290402.11)	Rebound contact into right front seat cushion
1 x 1 cm hematoma at the middle third of the right ear auricle	Minor (290402.11)	Rebound contact into right front seat cushion
4 x 2 cm hematoma at the lateral aspect of the left eye	Minor (297402.12)	Fractured rear view mirror)
4 x 2 cm hematoma to the left lateral tip of the nose	Minor (290402.14)	Fractured rear view mirror
2 and 3 cm lacerations to the left lateral tip of the nose	Minor (290602.14)	Fractured rear view mirror
3 x 1.5 cm abrasion at the left lateral aspect of the mouth	Minor (290202.18)	Passenger side air bag module cover flap
4 x 1 cm hemorrhage to the upper and lower lips	Minor (290402.18)	Passenger side air bag module cover flap
10 x 5 cm abrasion to the anterior and inferior aspects of the chin	Minor (290202,18)	Passenger side air bag module cover flap
3 x 1 cm hematoma over the anterior armfold at the left elbow	Minor (790402.12)	Passenger side air bag module cover flap
Multiple hematomas of the dorsum of the left hand	Minor (790402.12)	Cracked windshield
Multiple lacerations (glass cuts) to the dorsum of the left hand	Minor (790600.12)	Cracked windshield
Swollen left arm with crepitation of the left elbow	Not coded, not a confirmed injury	Passenger side air bag module cover flap

PASSENGER KINEMATICS

The six-year-old child passenger was seated on the right front bucket seat of the Volvo. The seat was found adjusted to a mid track position with the seatback slightly reclined from a vertical position. The child was wearing an orange jacket that reportedly had a knit type collar, a blouse, blue jeans, and tennis shoes. She was not wearing the manual 3-point lap and shoulder belt system. The driver of the Volvo (passenger's mother) initially stated to the police that the child passenger was restrained by the manual belt system. However, evidence within the vehicle clearly supported the lack of belt usage. The right front belt system was equipped with a pyrotechnical pretensioner that spooled-up the belt slack as the SRS deployed. At impact the shoulder belt webbing was retracted against the right B-pillar; therefore, as the pretensioner fired, it locked the shoulder belt webbing taut against the B-pillar. In addition, the trajectory and subsequent interior contact points by the child passenger were typical of an unrestrained occupant.

Based on the location and severity of the child passenger's injuries and the associated contact points within the vehicle, it was presumed that the child was in a normal seated position and rotated slightly to her right, exposing her front left side to the instrument panel. Immediately prior to impact, the driver applied a rapid braking force in an attempt to avoid the impending crash. Due to the brake induced deceleration, the child passenger moved forward from the seat and against the right instrument panel and passenger side air bag module assembly. As the child contacted the involved components, the frontal area of the Volvo impacted the rear of the stopped Volkswagen which resulted in deployment of the dual driver and passenger air bag SRS.

The child's left arm was probably folded against her left side area with her hand extended in an upward direction at impact. She was either holding a small troll doll in the left hand or the doll was positioned on top of the passenger side air bag module cover flap. As the passenger side air bag deployed, the left lower edge of the module cover flap contacted her arm as the flap began to open in an upward direction. The initial contact resulted in a 3 x 1 cm hematoma over the anterior armfold at the left elbow and crepitation of the elbow. (The medical examiner stated that he suspected a fracture of the elbow; however, he did not x-ray or open the joint to confirm the injury.) In addition to the arm contact, the module cover flap contacted the child's chest as it continued to open in an upward direction. The deploying passenger side air bag subsequently expanded across the child's chest as she was positioned against the module assembly. Due to the child's forward position, she restricted the deployment of the air bag and as a result, the bag pushed against the internal surface of the module cover flap which resulted in complete separation of the nylon tether straps that were affixed to the outboard edges of the flap and the module assembly. The loading force of the module cover flap and the deploying air bag against the child's chest resulted in focally hemorrhagic and ecchymotic areas of the lungs, a 0.7 cm hematoma of the interatrial septum over the right atrium, and a 1.7 cm rupture of the capsule of the spleen. Due to the child's age and her pliant rib cage, there were no fractures of the ribs or sternum.

The separation of the module cover tether straps allowed the flap to open beyond its normal limits and with greater force as the bag was expanding against it. The left lower edge of the flap probably contacted the knitted collar of the jacket and subsequently impacted the inferior aspect of the child's chin. The flap continued up into the left anterior aspect of her chin and into the lips and left side of the mouth area. As a result, she sustained a 10 x 5 cm abrasion to the anterior and inferior aspects of the chin, a 4 x 1 cm hemorrhagic area to the upper and lower lips, and a 3 x 1.5 cm abrasion at the left lateral aspect of the mouth. A large orange fabric transfer was noted to the left lower horizontal face of the module cover flap and to the lower edge of the flap at the parting

PASSENGER KINEMATICS (CONT'D.)

seam. The transfer was located 3.3 cm (1.3") inboard of the left edge of the flap and extended 7.1 cm (2.8") to the right and extended 5 cm (2") vertically from the seam onto the face of the flap.

The upward rotation of the module cover flap and contact with the inferior aspect of the occupant's chin, in combination with deployment of the passenger side air bag, accelerated the child in both a vertical and rearward direction. As the module cover flap disengaged from the child occupant, it continued to pivot in an upward direction and impacted the laminated windshield with the right corner area. The contact cracked the glass and bowed the windshield 5.4 cm (2.1") in an outward direction. Black vinyl transfers from the corner of the module cover flap were embedded into the cracked glass 48 cm (19") right of the vehicle's centerline. The mid area of the module cover flap compressed the troll doll into the windshield. The glass abraded the front side of the doll and its purple hair was embedded into the cracked windshield 41 cm (16") right of center and 18 cm (7") above the top of the instrument panel.

As the child was thrust upward and rearward, the dorsal aspect of her left hand swiped across the cracked windshield depositing faint tissue transfers in a diagonal pattern. The contact resulted in multiple hematomas and lacerations to the dorsum of the hand. The superior aspect of the child's head impacted the right side of the rear view mirror and compressed the mirror into the overhead map light area. The impact fractured the mirror glass and separated the mirror from its windshield header mount. The subsequent contact from the mirror into the map light area resulted in multiple black plastic transfers to the lenses and switches of the lights. As a result of the contact, the child sustained a 5 cm diameter hematoma over the superior sagittal suture line of the scalp, a 0.7 cm hematoma of the right frontal scalp, fine, diffuse, acute subarachnoid hemorrhage, acute contusions of the superior aspect of the left and right temporal lobes of the brain anteriorly, uncal and cerebular tonsillar herniation, acute contusion of the inferior aspect of the pons on the right, and pronounced brain swellings (1,545 grams). The mirror frame and fractured mirror glass produced a 4 x 2 cm hematoma at the lateral aspect of the left eye, 4 x 2 cm hematoma to the left lateral tip of the nose, and 2 and 3 cm lacerations to the lateral tip of the nose.

The child passenger rebounded from the vertical loading of the mirror contact and fell to rest on the right front floor area of the Volvo. Her right ear probably impacted the leading edge of the seat cushion which resulted in hematomas to the upper and mid aspects of the right ear auricle. She came to rest with her head on the seat cushion and her body slumped onto the floor with the deflated passenger side air bag extended over her body.

VEHICLE #2

Driver:

39 year old male

Height:

188 cm (74")

Weight:

79 kg (175 lbs.)

Manual Restraint

System Usage:

3-point lap and shoulder belt system

Usage Source:

Vehicle inspection, driver interviews

Eyewear:

Prescription eyeglasses, remained on face

Vehicle Familiarity:

7 years

Route Familiarity:

Frequently

Trip Plan:

En route to shopping center then return to residence

Mode of Transport

From Scene:

N/A, drove vehicle from scene to residence

Type of Medical Treatment:

No treatment, not injured

DRIVER #2 INJURIES

Injury

Severity (OIC/AIS)

Source

Not injured

N/A

N/A

ON-SCENE POLICE PHOTOGRAPHS





Final Rest Positions of the Involved Vehicles

3



4



Pre-Crash Trajectory of the Volvo 850 GLT





Point of Impact



Perpendicular View of the Crash Scene and Driveway



Lookback View of the Crash Scene

8



Frontal Damage to the Volvo 850 GLT



Close-up View of the Frontal Damage

10



Left Front Three-Quarter View





Perpendicular Views Showing the Extent of Crush to the Volvo





Rear Three-Quarter Views



Engine Compartment of the Volvo



External View of the Extended Sill for the Side Impact Protection System (SIPS)



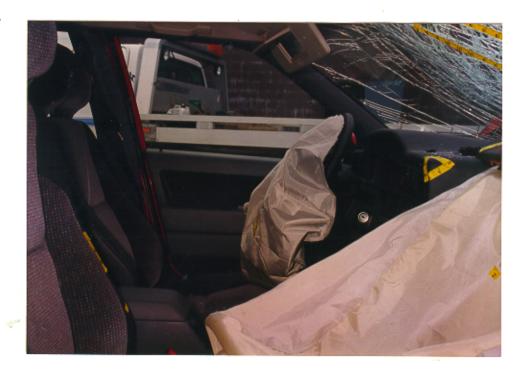
Overall Interior View of the Deployed Dual Air Bags and Subsequent Occupant Contact Points





Deployed Driver's Side Air Bag





Perpendicular View of the Deployed Driver's Side Air Bag and Fully Retracted and Locked Manual 3-Point Belt System





Driver's Facial Contact to the Center Area of the Deployed Air Bag



Close-up View of Driver's Facial Contact, Lipstick and Makeup Transfers



Upper Air Bag Module Cover Flap with Sheetmetal Reinforcement and Upper Venting Ports at the 10 and 2 O'clock Positions



Driver's Side Latchplate



Pyrotechnic Pretensioner for the Driver's Side Manual Belt System



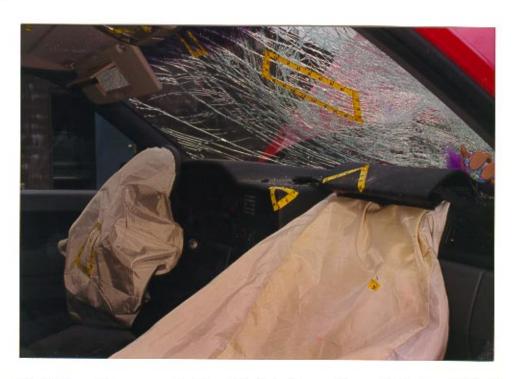
Pretensioner Cable and Automatic Belt Height Adjustment Spool Retractor



Perpendicular View of the Child Passenger's Seated Area



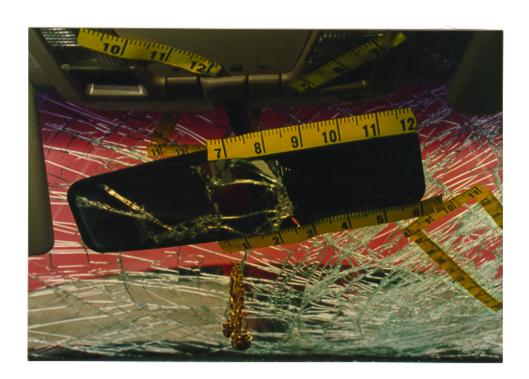
Trajectory and Subsequent Contact Points of the Child Passenger



Right Front Passenger Air Bag Module Cover Flap and Deployed Air Bag



Fabric Transfer Extends 2" Vertically Onto Face of Module Cover Flap



Child Occupant was Displaced Vertically by the Module Cover Flap, Resulting in Head Contact to the Rear View Mirror/Map Lights



Passenger Side Air Bag



Orange Fabric Transfer on the Leading Edge of the Passenger Air Bag Module Cover Flap that Resulted from Contact with the Child Passenger's Jacket





Mirror Damage that Resulted from the Child Occupant's Head Impact



Mirror was Displaced into the Map Light Console on the Roof and Disengaged from the Mount

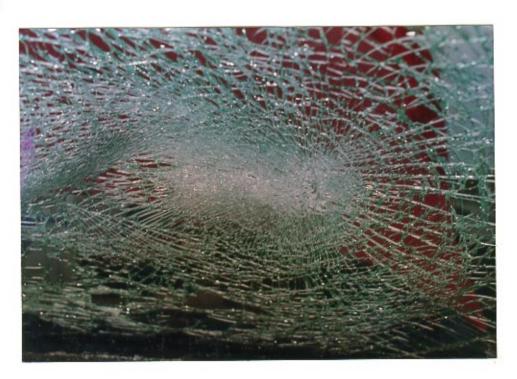


Right Corner of the Passenger Air Bag Module Cover Flap Impacted and Cracked the Windshield; Right Tether (Limiter) Strap for the Module Cover Flap Separated



Left Module Cover Tether Strap Separated





Windshield Impact Area from Passenger Air Bag Module Cover Flap, Vinyl Transfers Embedded into Broken Glass



6.4 cm (2.5") of Outward Bowing to Windshield from Module Cover Flap Contact



Damage to Windshield that Resulted from Module Cover Flap Contact



Right Front Passenger's Manual Belt Locked Against the B-pillar

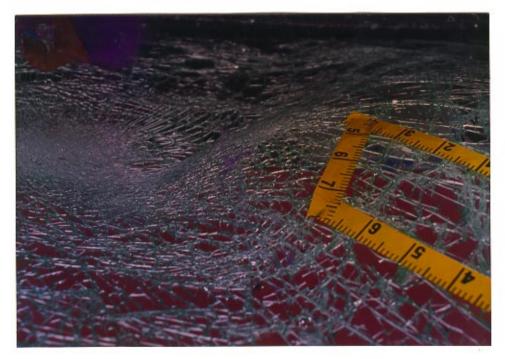


Bag Deployment of the SRS Pretensioner





Lacerations to the Headliner from Flying Rear View Mirror Glass



Troll Doll Contact To Windshield; Doll was Sandwiched Between the Glass and the Passenger Air Bag Module Cover Flap



Glass Abrasion to the Face of the Troll Doll



Child Passenger Came to Rest on Right Front Floor with Head Resting on Right Front Seat Cushion





Rear Damage to Vehicle #2



Right Rear Three-Quarter View





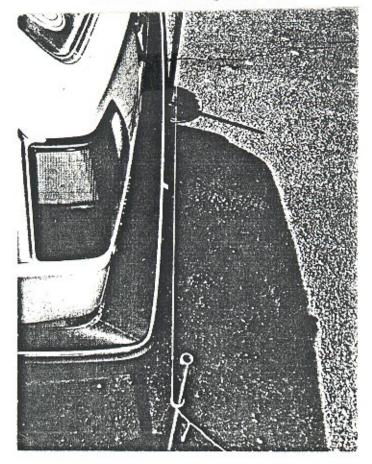
Direct Contact Damage Begins 12.25" Left of Center and Extends 41.4" to the Right Rear Bumper Corner





Left Rear Three-Quarter View

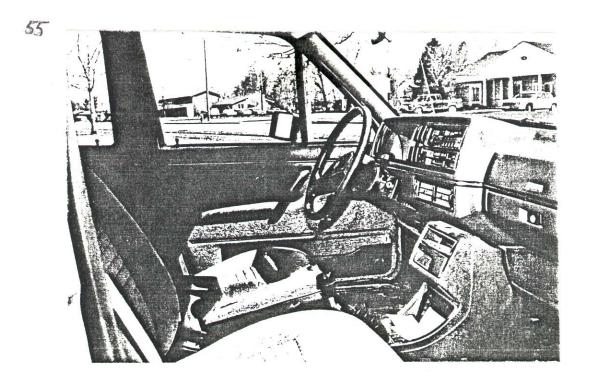




Perpendicular View at the Left Rear Corner Showing the Extent of Crush



Perpendicular View Showing Maximum Crush at Right Rear Bumper Corner



Overall View of the Driver's Seated Area



Adjusted Seat Back Angle and Manual 3-Point Lap and Shoulder Belt for the Driver of Vehicle #2

SLIDE INDEX

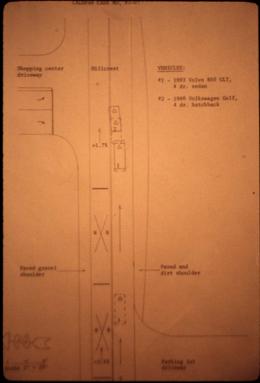
Slide No(s).	<u>Description</u>
1	Accident schematic
2	Driver injury mannequin
3	Child passenger injury mannequin
4-8	Pre-crash trajectory of the Volvo 850 GLT
9	Point of impact
10	Perpendicular view of point of impact
11	Lookback view of vehicle's trajectory
12	Frontal view of the Volvo's damage
13	Right frontal view
14	Left frontal view
15,16	Perpendicular views across the left frontal area
17	Left front three-quarter view
18	Left side view
19,20	Rear three-quarter views of the Volvo
21	Right side view
22,23	Extended sills at the C- and B-pillars for the SIPS
24	Right front three-quarter views
25	Perpendicular view of the right frontal area
26,27	Overall interior views through the left front door
28	Deployed driver's side air bag
29,30	Makeup transfers on driver's air bag
31	Perpendicular view of the module and module cover flaps
32	Sheetmetal reinforcement molded within module cover flaps

SLIDE INDEX (CONT'D.)

Slide No(s).	<u>Description</u>
33	Upper air bag vent ports
34	Lower air bag vent ports
35,36	Left front pyrotechnical pretensioner in the manual belt system
37	Locked left front belt webbing and close-up view of the latchplate
38	View across the interior from the right door opening
39,40	Trajectory and subsequent contact points from the right front child occupant
41,42	Orange fabric transfer on the left edge of the passenger air bag module cover flap
43	Separated module cover tether strap
44	Right front passenger left hand and head contact to windshield and map lights
45	Hand contact to windshield
46-48	Head contact into rear view mirror
49	Mirror scuff on windshield
50-53	Mirror/map light contact
54	Air bag scuff on right upper instrument panel
55	Scuff on transmission shifter
56	Small cut on passenger side air bag
57	Minor glass cuts to headliner above driver's seat
58,59	Rear views of child passenger's trajectory and contact points
60	Dust transfers on inboard edge of right front seat back
61	Integral child safety seat
62	View across the rear seat area and on-board cargo
63	Frontal view of the Volkswagen Golf
64	Left front three-quarter view

SLIDE INDEX (CONT'D.)

Slide No(s).	Description
65	Left side view
66	Left rear quarter panel and door
67	Left rear three-quarter view
68	Perpendicular view of the rear bumper crash
69	Rear view
70	Start of direct contact damage
71	Damage to rear valance
72	Damage to bumper and sheetmetal filler panel
73	Right rear bumper and sheetmetal valance damage
74	Perpendicular view showing rear bumper displacement
75	Right rear side view
76	Right rear three-quarter view
77	Right front three-quarter view
78	Overall interior view
79,80	Perpendicular views of the driver's seat position and manual 3-point belt system







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side air bag module

4 x 1 cm hemorrhage to

































































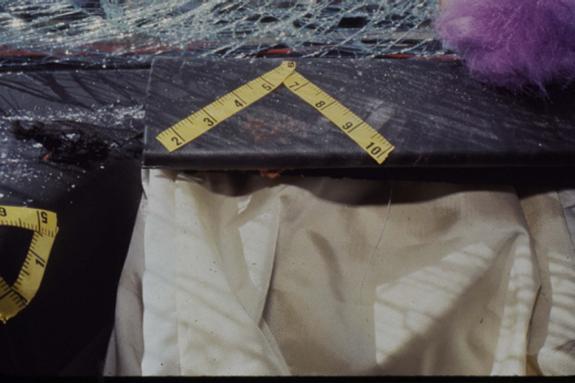


























































































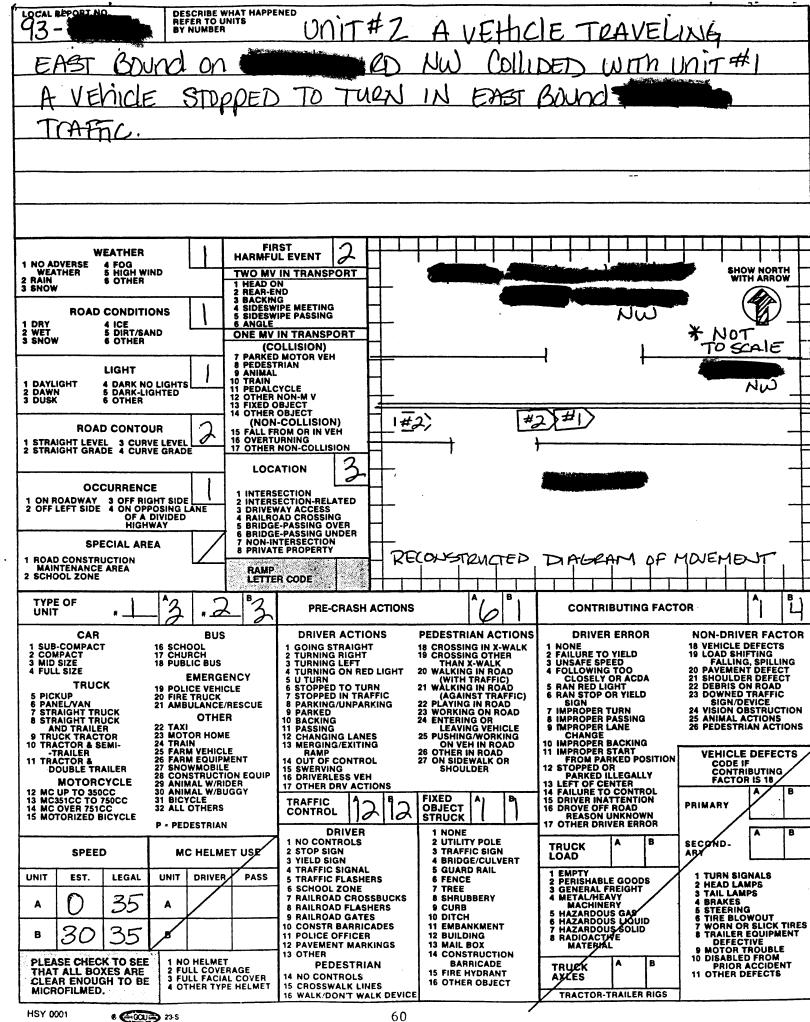


APPENDIX A

Police Accident Report

ISY 0001

8 (#00UFE) 23-S



SUPPLEMENT 4 (Rev. 1/82) RAFFIC ACCIDENT RÉPORT LOCAL REPORT NO N.C.I.C. REPORTING AGENCY 7. 3. ₩ OH-2 **ODHS USE ONLY - DO NOT MARK ABOVE** ACCIDENT SEVERITY (CHECK MOST SEVERE) SEVERITY (CHECK MOST SEVERE)

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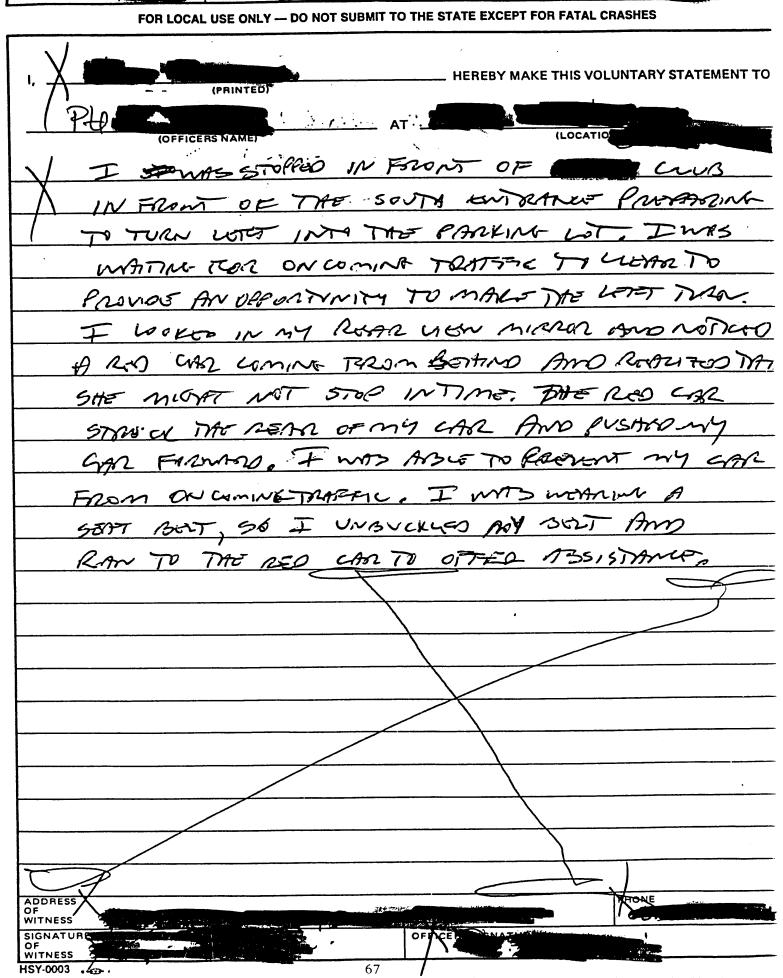
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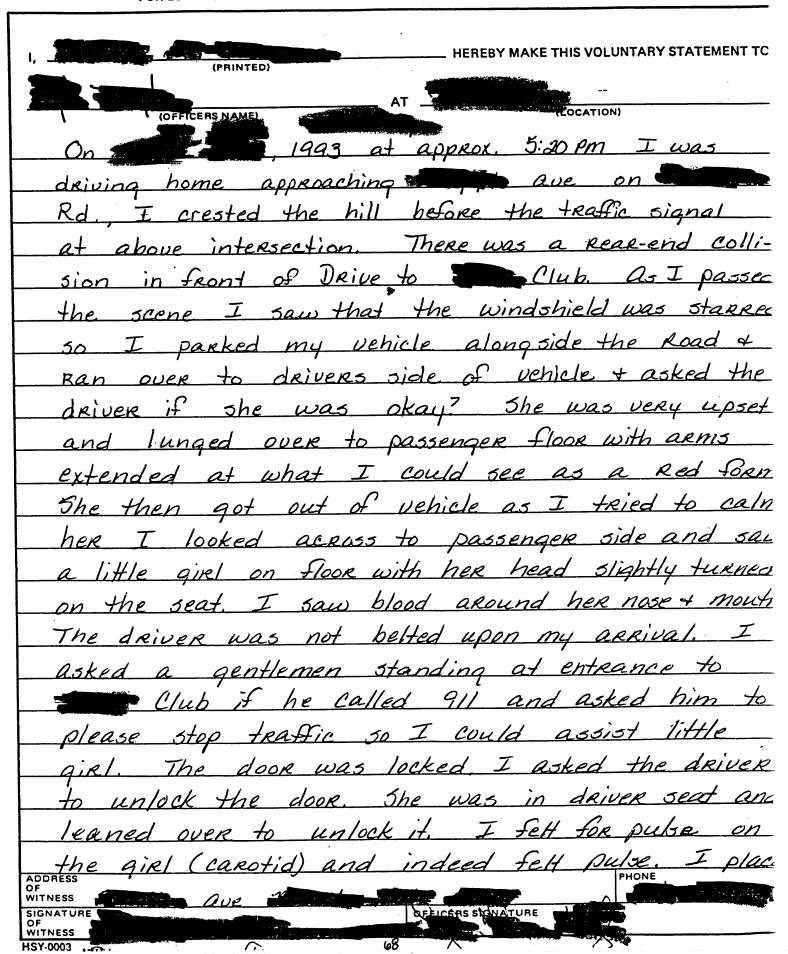
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FOR LOCAL USE ONLY - DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES



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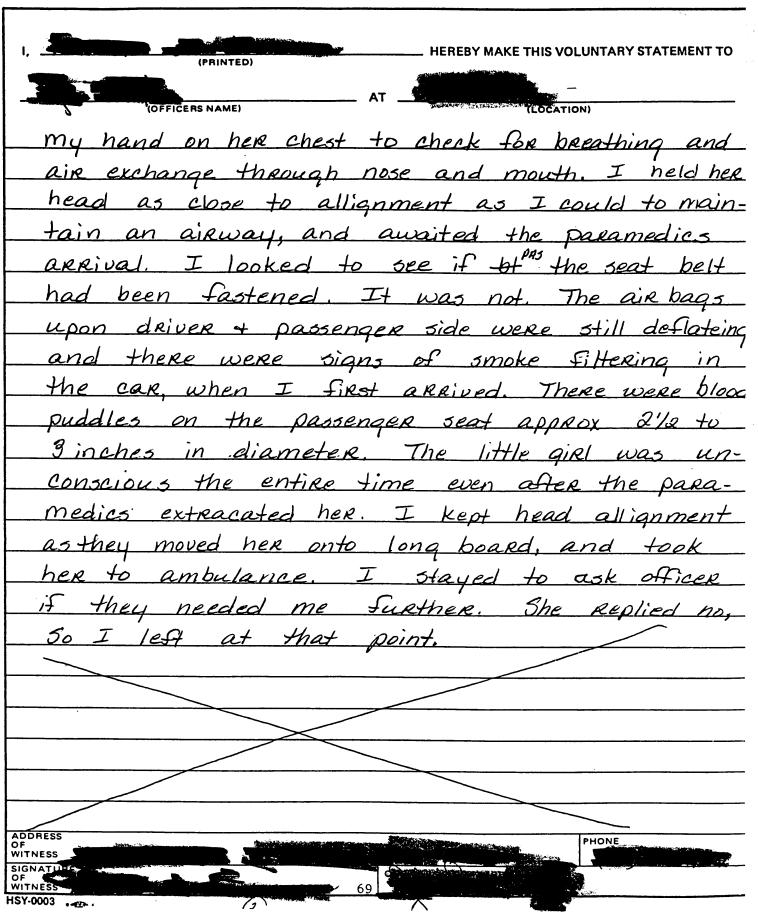
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APPENDIX B

CRASHPC Output Damage and Trajectory Algorithm

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SUMMARY OF CRASHPC RESULTS USING DAMAGE

93-7

	SPEED CHANGE (DAMAGE)	IMPACT SPEED (DAMAGE AND SPINOUT)
VEHICLE #1		
TOTAL	12 KPH (7 MPH)	22 KPH (13 MPH)
LONGITUDINAL	-12 KPH (-7 MPH)	22 KPH (13 MPH)
LATITUDINAL	O KPH (O MPH)	O KPH (O MPH)
PDOF ANGLE	-1 DEGREES	
ENERGY DISSIPATED =	7890 JOULES (5819 FT-LB)	
VEHICLE #2		
TOTAL	17 KPH (11 MPH)	1 KFH (O MPH)
LONGITUDINAL	17 KPH (11 MPH)	
LATITUDINAL		-1 KPH (O MPH)
	O KPH (O MPH)	O KPH (O MPH)
PDOF ANGLE	-179 DEGREES	
ENERGY DISSIPATED =	14500 JOULES (10693 FT-LB)	•

SCENE INFORMATION

	VEHICLE #1	VEHICLE #2						
IMPACT X-POSITION IMPACT Y-POSITION IMPACT HEADING ANGLE	2.1 M. (6.8 FT.) 1.5 M. (4.9 FT.) O DEGREES	6.7 M. (22.0 FT.) .9 M. (2.8 FT.) -1 DEGREES						
REST X-POSITION REST Y-POSITION REST HEADING ANGLE	2.4 M. (8.0 FT.) 1.5 M. (5.0 FT.) -1 DEGREES	8.5 M. (28.0 FT.) .7 M. (2.3 FT.) -6 DEGREES						
SIDE-SLIP ANGLE DIRECTION OF ROTATION AMOUNT OF ROTATION	O DEGREES CCW <360	O DEGREES CCW <360						

<360

COLLISION AND SEPARATION

COLLISION	VEHICLE #1	VEHICLE #2					
IMPACT X-POSITION IMPACT Y-POSITION IMPACT HEADING ANGLE	2.1 M. (6.8 FT.) 1.5 M. (4.9 FT.) O DEGREES	6.7 M. (22.0 FT.) .9 M. (2.8 FT.) -1 DEGREES					
SEPARATION (USING SPINOUT) US VS PSISD	10 KPH (6 MPH) 1 KPH (0 MPH) -10 DEG/SEC	16 KPH (10 MPH) -1 KPH (-1 MPH) -23 DEG/SEC					

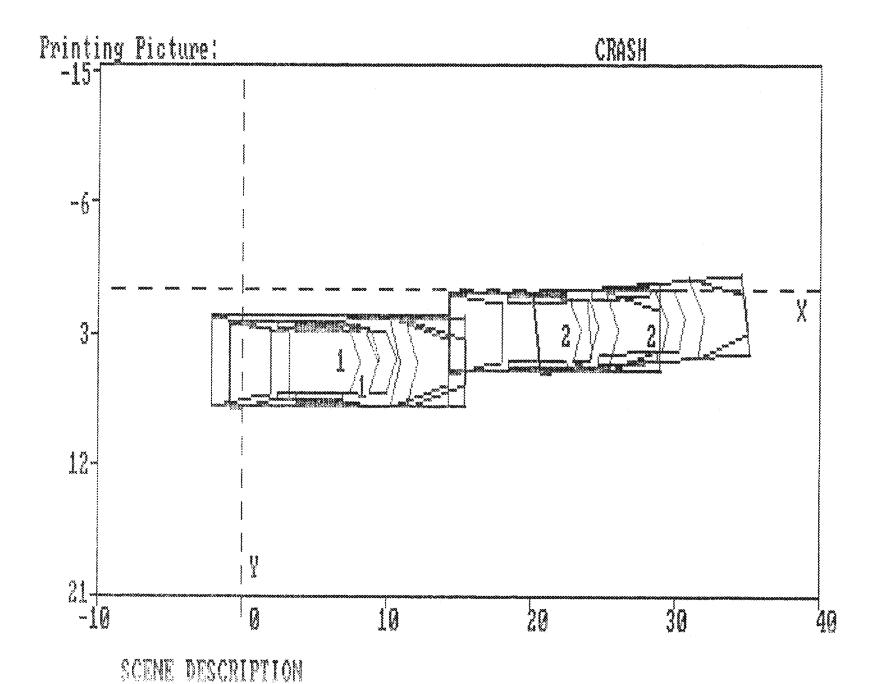
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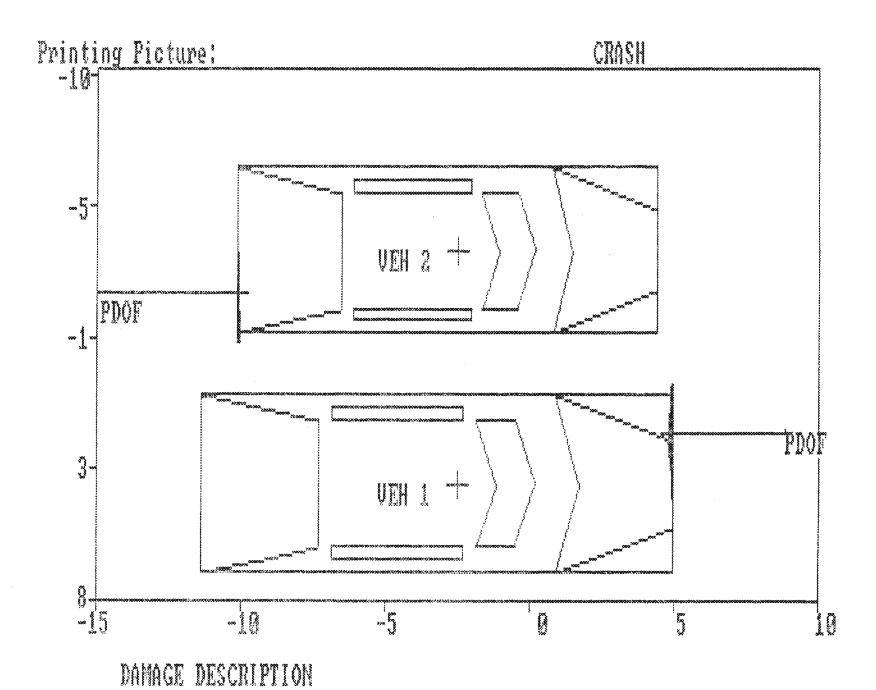
	VEHICLE #1	VEHICLE #2
SIZE CATEGORY	3 4	2
STIFFNESS CATEGORY	.33	,,- ,
VEHICLE WEIGHT	1495 KGS (3295 LBS)	1054 K CS (2324 LBS)
CDC	1.2FYMW.1	06BZEW1
FDOF ANGLE	-1 DEGREES	181 DEGREES
ORUSH LENGTH	150 CM. (59 IN.)	150 CM. (59 IN.)
C 1	2 CM. (1 IN.)	O CM. (O IN.)
02	3 CM. (1 IN.)	1 CM. (0 IN.)
CT	4 CM. (2 IN.)	1 CM. (1 IN.)
04	2 CM. (1 IN.)	2 CM. (1 IN.)
05	O CM. (O IN.)	3 CM. (1 IN.)
Cá	O CM. (O IN.)	4 CM. (2 IN.)
n	-28 CM. (-11 IN.)	21 CM. (8 IN.)
D.	-51 CM. (-20 IN.)	47 CM. (18 IN.)

(* INDICATES DEFAULT VALUE)

DIMENSIONS AND INERTIAL PROPERTIES

	VEHICLE #1	Articles St. Co.	VEHICLE #2	
CG TO FRONT AXLE CG TO REAR AXLE TRACK CG TO FRONT OF VEH CG TO REAR OF VEH CG TO SIDE OF VEH MOMENT OF INERTIA VEHICLE MASS	130 CM. (51 IN.) 141 CM. (56 IN.) 150 CM. (59 IN.) 228 CM. (90 IN.) -270 CM. (-106 IN.) 92 CM. (36 IN.) 12918 KGS (28478 LBS) 4 KGS (9 LBS)	8089 k	CM. (50 IN.) CM. (55 IN.) CM. (83 IN.) CM. (-92 IN.) CM. (34 IN.)	
ROLLING RESISTANCE LEFT FRONT WHEEL RIGHT FRONT WHEEL LEFT REAR WHEEL RIGHT REAR WHEEL	1.00 1.00 1.00	·	.80 .80 .75	





APPENDIX C

NASS Vehicle Forms

VEHICLE #1

1993 Volvo 850 GLT



U.S. Department of Transportation

National Highway Traffic Safety Administration

GENERAL VEHICLE FORM

NATIONAL ACCIDENT SAMPLING SYSTEM CRASHWORTHINESS DATA SYSTEM

1. Primary Sampling Unit Number 2. Case Number - Stretum 93-07 3. Vehicle Number 01 VELICITATION 4. Vehicle Model Year Code the last two digits of the model year (99) Unknown 5. Vehicle Make (specify): 51 Applicable codes are found in your NASS Data Collection, Coding and Editing Manual. (99) Unknown	11. Police Reported Alcohol Presence (0) No alcohol present (1) Yes (alcohol present) (7) Not reported (8) No driver present (9) Unknown Note: See variables 37 through 55 (Page 4) for information on Other Drugs 12. Alcohol Test Result For Driver Code actual value (decimal implied before first digit—0.xx) (95) Test refused (96) None given (97) AC test performed, results unknown (98) No driver present (99) Unknown Source:
Applicable codes are found in your NASS Data Collection, Coding and Editing Manual. (999) Unknown 7. Body Type Note: Applicable codes may be found on the back of this page. 8. Vehicle Identification Number YVILSSSOOP2 Left justify; Slash zeros and letter Z (0 and 2) No VIN—Code all zeros Unknown—Code all nine's	13. Speed Limit 05 6 (000) No statutory limit Code posted or statutory speed limit in kph (999) Unknown 35 mph X 1.6093 = 05 6 kph 14. Attempted Avoidance Maneuver (00) No impact (01) No avoidance actions (02) Braking (no lockup) (03) Braking (lockup) (04) Braking (lockup unknown) (05) Releasing brakes (06) Steering left (07) Steering right (08) Braking and steering left (09) Braking and steering right
9. Police Reported Vehicle Disposition (0) Not towed due to vehicle damage (1) Towed due to vehicle damage (9) Unknown 10. Police Reported Travel Speed Code to the nearest kph (NOTE: 000 means less than 0.5 kph) (160) 159.5 kph and above (999) Unknown	(10) Accelerating (11) Accelerating and steering left (12) Accelerating and steering right (97) No driver present (98) Other action (specify): (99) Unknown 15. Accident Type Applicable codes may be found on the back of page two of this field form (00) No impact Code the number of the diagram that best describes the accident circumstance (98) Other accident type (specify): (99) Unknown
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CODES FOR BODY TYPE

CDS APPLICABLE VEHICLES

Automobiles

- (01) Convertible (excludes sun-roof, t-bar)
- (O2) 2-door sedan, hardtop, coupe
- (O3) 3-door/2-door hetchback
- (04) 4-door seden, hardtop
- (05) 5-door/4-door hatchback
- (08) Station wegon (excluding ven and truck besed)
- (07) Hatchback, number of doors unknown
- (08) Other automobile type (specify):
- (09) Unknown automobile type

Automobile Derivatives

- (10) Auto based pickup (includes El Camino, Caballero, Ranchero, Brat, and Rabbit pickup)
- (11) Auto based panel (cargo station wagon, auto based ambulance/hearse)
- (12) Large limpusine more than four side doors or stretched chassis
- (13) Three-wheel automobile or automobile derivative

Utility Vehicles (≤ 4,500 kgs GVWR)

- (14) Compact utility (Jeep CJ-2 CJ-7, Scrambler, Golden Eagle, Renegade, Leredo, Wrangler, Cherokee [84 and after], Dispatcher, Raider, Bronco II, Bronco [76 and before], Explorer, S-10 Blazer, Geo Tracker, Bravada, S-15 Jimmy, Thing, Pathfinder, Trooper, Trooper II, Rodeo, Amigo, Navejo, 4-Runner, Montero, Samurai, Sidekick, Rocky)
- (15) Large utility (includes Jeep Cherokee (83 and before), Ramcharger, Trailduster, Bronco-fullsize (78 and after), fullsize Blazer, fullsize Jimmy, Landcruiser, Rover, Scout)
- (16) Utility station wagen (Chevy Suburban, GMC Suburban, Travelell, Grand Wegoneer, includes suburban limousine)
- (19) Utility, unknown body type

Van Based Light Trucks (≤ 4,500 kgs GVWR)

- (20) Minivan (Chrysler Town and Country, Caravan, Grand Caravan, Voyager, Grand Voyager, Mini-Rem, Dodge/Plymouth Vista, Aeroster, Villeger, Lumina APV, Trans Sport, Silhouette, Astro, Safari, Toyota Van, Toyota Minivan, Previa, Nissan Minivan, Quest, Mitsubishi Minivan, Vanagon/Camper,)
- (21) Large van (B150-B350, Sportsman, Royal, Mexiwagon, Ram, Tradesman, Voyager [83 and before], E150-E350, Econoline, Clubwagon, Chateau, G10-G30, Chavy Van, Beauville, Sport Van, G15-G35, Rally Van, Vandure.)
- (22) Step van or walk-in van (\$4,500 kgs GVWR)
- (23) Van based motorhome (\$\simeq\$ 4,500 kgs GVWR)
- (24) Van based school bus (\$\preceq\$ 4,500 kgs GVWR)
- (25) Van besed other bus (\$4,500 kgs GVWR)
- (28) Other van type (Hi-Cube Van, Kary) (specify):
- (29) Unknown van type

Light Conventional Trucks (Pickup style cab, ≤ 4,500 kgs GVWR)

- (30) Compact pickup (D60, Calt P/U, Rem 60, Dakota, Arrow Pickup (foreign), Ranger, Caurier, S-10, T-10, LUV, S-15, T-15, Sanoma, Detsun/Nissan Pickup, P'up, Mezde Pickup, Toyote Pickup, Mitsubishi Pickup)
- (31) Large Pickup (Jeep Pickup, Comenche, Ram Pickup, D100-D360, W100-W350, F100-F360, C10-C36, K10-K36, R10-R36, V10-V36, Silverado, Sierra, R100-R600,)

- (32) Pickup with slide-in camper
- (33) Convertible pickup
- (39) Unknown pickup style light conventional truck type

Other Light Trucks (\$ 4,500 kgs GVWR)

- (40) Cab chassis based (includes rescue vehicles, light stake, dump, and tow truck)
- (41) Truck based panel
- (42) Light truck based motorhome (chassis mounted)
- (45) Other light conventional truck type
- (48) Unknown light truck type
- (49) Unknown light vehicle type (automobile, utility, van, or light truck)

OTHER VEHICLES

Buses (Excludes Van Based)

- (60) School bus (designed to carry students, not cross country or transit)
- (58) Other bus type (e.g., transit, intercity, bus based motorhome) (specify):
- (59) Unknown bus type

Medium/Heavy Trucks (> 4,500 kgs GVWR)

- (60) Step ven (> 4,500 kgs GVWR)
- (61) Single unit streight truck (4,500 kgs < GVWR & 8,850 kgs)
- 82) Single unit streight truck (8,850 kgs < GVWR ≤ 12,000 kgs)</p>
- (63) Single unit straight truck (> 12,000 kgs GVWR)
- (64) Single unit straight truck, GVWR unknown
- (65) Medium/heavy truck based motorhoma
- (67) Truck-tractor with no cargo trailer
- (68) Truck-tractor pulling one trailer
- (89) Truck-tractor pulling two or more trailers
- (70) Truck-tractor (unknown if pulling trailer)
- (78) Unknown medium/heavy truck type
- (79) Unknown truck type (light/medium/heavy)

Matared Cycles (Does Not Include All-Terrain Vehicles/Cycles)

- (80) Matarcycle
- (81) Maped (materized bicycle)
- (82) Three-wheel motorcycle or moped
- (88) Other motored cycle (minibike, motorscooter) (specify):______
- (89) Unknown motored cycle type

Other Vehicles

- (90) ATV (All-Terrain Vehicle) and ATC (All-Terrain Cycle)
- (91) Snowmobile
- (92) Ferm equipment other than trucks
- (93) Construction equipment other than trucks
- (97) Other vehicle type
- (99) Unknown body type

	OCCUPANT RELATED	24.	Rollover
16.	Driver Presence in Vehicle (0) Driver not present		(0) No rollover (no overturning)
	(1) Driver present (9) Unknown		Rollover (primarily about the longitudinal axis) (1) Rollover, 1 quarter turn only
	(0) 60,000		(2) Rollover, 2 quarter turns
17.	Number of Occupants This Vehicle O 2		(3) Rollover, 3 quarter turns (4) Rollover, 4 or more quarter turns (specify):
	(00-96) Code actual number of occupants for this vehicle		
	(97) 97 or more (99) Unknown		(5) Rolloverend-over-end (i.e., primarily
			about the lateral axis) (9) Rollover (overturn), details unknown
18.	Number of Occupant Forms Submitted <u>0 2</u>		
	VEHICLE WEIGHT ITEMS		OVERRIDE/UNDERRIDE (THIS VEHICLE)
19.	Vehicle Curb Weight 1, 4 5 0	25.	Front Override/Underride (this Vehicle)
	Code weight to nearest 10 kilograms.	26.	Rear Override/Underride (this Vehicle)
	(045) Less than 450 kilograms (610) 6,100 kilograms or more		(0) No override/underride, or
	(999) Unknown	***************************************	not an end-to-end impact
·	<u>Q3.187</u> lbs X .4536 = <u>1.446</u> kgs	***************************************	Override (see specific CDC)
	Source:	www.	(1) 1st CDC (2) 2nd CDC
20.	Vehicle Cargo Weight	0000000000	(3) Other not automated CDC (specify):
·	Code weight to nearest 10 kilograms.	000000	
	(000) Less than 5 kilograms (450) 4,500 kilograms or more		Underride (see specific CDC) (4) 1st CDC
	(999) Unknown	***************************************	(5) 2nd CDC (6) Other not automated CDC (specify):
	,bs X .4536 =,kgs		
	RECONSTRUCTION DATA		(7) Medium/heavy truck or bus override
21.	Towed Trailing Unit		(9) Unknown
	(0) No towed unit (1) Yes—towed trailing unit		HEADING ANGLE AT IMPACT FOR
	(9) Unknown		HIGHEST DELTA V
22.	Documentation of Trajectory Data		Values: (000)-(359) Code actual value
	for This Vehicle (0) No		(997) Noncollision (998) Impact with object
	(1) Yes		(999) Unknown
23.	Post Collision Condition of Tree or Pole	27.	Heading Angle For This Vehicle <u>Q8</u> 5
	(For Highest Delta V) (0) Not collision (for highest delta V) with	28.	Heading Angle For Other Vehicle 084
	tree or pole (1) Not damaged		***************************************
	(2) Cracked/sheared (3) Tilted <45 degrees	***************************************	
	(4) Tilted ≥45 degrees (5) Uprooted tree		
	(6) Separated pole from base (7) Pole replaced	00000000	
	(8) Other (specify):		
	(9) Unknown		

29. Basis for Total Delta V (highest) Delta V Calculated (1) CRASH program—damage only routine (2) CRASH program—damage and trajectory routine (3) Missing vehicle algorithm Delta V Not Calculated (4) At least one vehicle (which may be this vehicle) is beyond the scope of an acceptable reconstruction program, regardless of collision conditions. (5) All vehicles within scope (CDC applicable) of CRASH program but one of the collision conditions is beyond the scope of the CRASH program or other acceptable reconstruction technique, regardless of adequacy of damage data. (6) All vehicle and collision conditions are within scope of one of the acceptable reconstruction programs, but there is insufficient data available. COMPUTER GENERATED DELTA V Secondary Highest 30. Total Delta V Nearest kph (NOTE: 000 means less than 0.5 kph) (160) 159.5 kph and above (999) Unknown	Secondary Highest 32. Lateral Component of Delta V O O
Secondary Highest 30. Total Delta V Nearest kph (NOTE: 000 means less than 0.5 kph) (160) 159.5 kph and above	(3) Collision fits model — results appear low (4) Borderline reconstruction — results appear reasonable 35. Type of Vehicle Inspection (0) No inspection (1) Complete inspection (2) Partial inspection (specify):
	THIS VEHICLE? []YES []NO AM SUMMARY INCLUDED? []YES []NO

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37. Police Reported Other Drug Presence (0) No other drugs present (1) Yes (other drug present)	DRUG EVALUATION CLASSIFICATION OTHER DRUGS TEST RESULTS FOR DRIVER
(7) Not reported (8) No driver present (9) Unknown	DEC Specimen Test Test Results Results
38. Police Reported Drug Evaluation Classification CD (DEC) Test For Driver (0) No DEC process available or given (1) DEC process given, results known (2) DEC process given, results unknown (3) DEC process available, unknown if given (8) No driver present	Narcotic Drug 40. 0 41. 0 Depressant Drug 42. 0 43. 0 Stimulant Drug 44. 0 45. 0 Hallucinogen Drug 46. 0 47. 0 Cannabinoid Drug 48. 0 49. 0 Phencyclidine (PCP) 50. 0 51. 0 Inhalant Drug 52. 0 53. 0 Other Drug (Excluding 54. 0 55. 0 Nicotine, Aspirin, Alcohol, Drugs Administered Post-Crash)
	Codes For DEC Test Results
39. Other Drug Specimen Test Type For Driver (0) No specimen test given (1) Blood test (2) Urine test (3) Other specimen tests (specify):	(0) No DEC test given (1) Passed DEC test (2) Failed DEC test (3) DEC test given—results unknown (8) No driver present (9) Unknown if DEC test given
(7) Unspecified specimen test (8) No driver present	Codes for Specimen Test Results
(9) Unknown if specimen test given	
	(0) No specimen test given (1) Drug not found in specimen (2) Drug found in specimen
	(7) Specimen test given, results unknown or not obtained (8) No driver present
	(9) Unknown if specimen test given
	<u></u>

OTHERDAYA	61. Rollover Initiation Object Contacted
56. Driver's Zip Code (00000) Driver not present (00001) Driver not a resident of U.S. or territories Code actual 5-digit zip code (99999) Unknown	62. Location on Vehicle Where Initial Principal
57. Driver's Race/Ethnic Origin (0) Driver not present (1) White (non-Hispanic) (2) Black (non-Hispanic) (3) White (Hispanic) (4) Black (Hispanic) (5) American Indian, Eskimo or Aleut (6) Asian or Pacific Islander (8) Other (specify):	(2) Side plane (3) End plane (4) Undercarriage (5) Other location on vehicle (specify): (8) Non-contact rollover forces (specify): (9) Unknown
(9) Unknown 58. Vehicle Special Use (This Trip) (0) No special use (1) Taxi (2) Vehicle used as school bus (3) Vehicle used as other bus (4) Military (5) Police (6) Ambulance (7) Fire truck or car (8) Other (specify): (9) Unknown	(0) No rollover (1) Roll right - primarily about the longitudinal axis (2) Roll left - primarily about the longitudinal axis (5) End-over-end (i.e., primarily about the lateral axis) (9) Unknown roll direction PREGRASHIDATA 64. Pre-Event Movement (Prior to Recognition of Critical Event)
If GV07 (Body Type) ≠ 1-49, leave GV59-GV63 blank. If GV24 (Rollover) = 0, then GV59-GV63 must equal 0. If GV24 = 9, then GV59-GV63 must equal 9. 59. Rollover Initiation Type (0) No rollover (1) Trip-over (2) Flip-over (3) Tum-over (4) Climb-over (5) Fall-over (6) Bounce-over (7) Collision with another vehicle (8) Other rollover initiation type specify): (9) Unknown rollover initiation type	(01) Going straight (02) Slowing or stopping in traffic lane (03) Starting in traffic lane (04) Stopped in traffic lane (05) Passing or overtaking another vehicle (06) Disabled or parked in travel lane (07) Leaving a parking position (08) Entering a parking position (09) Turning right (10) Turning left (11) Making a U-turn (12) Backing up (other than for parking position) (13) Negotiating a curve (14) Changing lanes (15) Merging (16) Successful avoidance maneuver to a previous critical event (97) Other (specify):
60. Location of Rollover Initiation (0) No rollover (1) On roadway (2) On shoulder—paved (3) On shoulder—unpaved (4) On roadside or divided trafficway median (9) Unknown	(98) No driver present (99) Unknown

CODES FOR ROLLOVER INITIATION OBJECT CONTACTED

(00) No rollover (57) Fence (01-30) - Vehicle Number (58) Wall (59) Building Noncollision (60) Ditch or culvert (31) Turn-over - fall-over (61) Ground (33) Jackknife (62) Fire hydrant (63) Curb Collision With Fixed Object (64) Bridge (41) Tree (≤ 10 cm in diameter) (68) Other fixed object (specify): (42) Tree (> 10 cm in diameter) (43) Shrubbery or bush (69) Unknown fixed object (44) Embankment Collision with Nonfixed Object (45) Breakaway pole or post (any diameter) (71) Motor vehicle not in-transport (76) Animal Nonbreakaway Pole or Post (77) Train (50) Pole or post (≤ 10 cm in diameter) (78) Trailer, disconnected in transport (51) Pole or post (> 10 cm but ≤ 30 cm in (88) Other nonfixed object (specify): diameter) (52) Pole or post (> 30 cm in diameter) (89) Unknown nonfixed object (53) Pole or post (diameter unknown) (98) Other event (specify): (54) Concrete traffic barrier (99) Unknown event or object (55) Impact attenuator

(56) Other traffic barrier (includes guardrail)

(specify):

Fedestrian or Pedalcyclist, or Other Nonmatorist Pedestrian in roadway		PRECRASH DA	TA (Continued)
This Vehicle Loss of Control Due To: (10) Blow out or flat tife (20) Stailed engine (20) Stailed engine (20) Stailed engine (20) Non-disabiling vehicle failure (e.g., wheel fell off) (5) (5) (2) (2) (2) (3) (2) (3) (2) (3) (2) (3) (2) (3) (2) (3) (2) (3) (2) (3) (2) (3) (3) (2) (3) (3) (2) (3) (3) (3) (3) (3) (3) (3) (3) (3) (3	65.	Critical Precrash Event	
(83) Stalled engine (103) Disabling vehicle failure (e.g., wheel fell off) (specify): (104) Non-disabling vehicle problem (e.g., hood flew up) (specify): (105) Poor road conditions (puddle, pot hole, ice, etc.) (specify): (105) Poor road conditions (puddle, pot hole, ice, etc.) (specify): (106) Traveling to fast for conditions (108) Other cause of control loss (specify): (109) Unknown cause of control loss (109) Unknown cause of control loss (specify): (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown cause of control loss (109) Unknown (109) U			
(3) Disabling vehicle failure (a.g., wheel fell off) (spacify): (34) Non-disabling vehicle problem (e.g., hood flew up) (spacify): (35) Poor road conditions (puddie, pot hole, ice, etc.) (spacify): (36) Traveling too fast for conditions (36) Other cause of control loss (spacify): (39) Unknown cause of control loss This Vehicle Traveling (30) Over the lane line on left side of travel lane (31) Off the edge of the road on the left side (31) Off the edge of the road on the left side (31) Off the edge of the road on the left side (31) Off the edge of the road on the left side (31) Traveling in same direction (31) Traveling in same direction with lower speed (32) Traveling in same direction with higher speed (33) Traveling in opposite direction (34) In crossover (35) Backing (39) Unknown travel direction of other motor vehicle in lane (30) From adjacent lane (same direction)—over right lane line (31) From adjacent lane (same direction)—over right lane line (32) From opposite direction—over right lane line (33) From crossing street, turning into same direction (34) From crossing street, turning into same direction (35) From crossing street, turning into same direction (36) From crossing street, turning into same direction (37) From driveway, turning into same direction (38) From crossing street, turning into same direction (39) From driveway, turning into opposite direction (30) From driveway, turning into same direction (30) From driveway, turning into same direction (30) From driveway, turning into same direction (30) From driveway, turning into same direction (30) From driveway, turning into same direction (30) From driveway, turning into same direction (30) From driveway, turning into same direction (30) From driveway, turning into same direction (30) From driveway turning into same direction (30) From driveway turning into same direction (30) From driveway turning into same direction (30) From driveway turning into same direction (30) From driveway turning into same direction (30) From driveway turning into sam			
(Sy Pedalcyclist or other nonmotorist approaching roadway (specify): (So Foor road conditions (puddie, pot hole, ice, etc.) (specify): (So) Foor road conditions (puddie, pot hole, ice, etc.) (specify): (So) Traveling too fast for conditions (So) Other cause of control loss (So) Unknown cause of control loss This Vehicle Traveling (So) Unknown cause of control loss This Vehicle Traveling (So) Other the lane line on left side of travel lane (So) Other the lane line on hight side of travel lane (So) Other the lane line on hight side of travel lane (So) Other control loss Other Motor Vehicle In Lane (So) Stopped (So) Traveling in same direction with lower speed (So) Traveling in same direction with higher speed (So) Traveling in same direction with higher speed (So) Traveling in opposite direction (So) Other Motor Vehicle In Lane (So) Stopped (So) Traveling in same direction with higher speed (So) Traveling in same direction with higher speed (So) Traveling in opposite direction (So) Independent lane (same direction) (So) Other which the traveling in same direction with lower speed (So) From adjacent lane (same direction) (So) Other which the traveling in same direction (So) Other which the traveling in same direction with lower speed (So) From adjacent lane (same direction)—over right lane line (So) From apposite direction—over right lane line (So) From opposite direction—over left lane line (So) From opposite direction—over left lane line (So) From opposite direction—over left lane line (So) From opposite direction—over right lane line (So) From opposite direction with same line (So) From opposite direction with lower speed (So) From opposite direction with lower speed (So) From opposite direction with lower speed (So) From opposite direction with lower speed (So) From opposite direction with lower speed (So) From opposite direction with lower speed (So) From opposite direction with lower speed (So) From opposite direction with lower speed (So) From opposite direction with lower speed (So) From opposite direc			(83) Pedalcyclist or other nonmotorist in roadway
(64) Non-disabling vehicle problem (e.g., hood flew up) (specify): (75) Poor road conditions (puddle, pot hole, ice, etc.) (specify): (76) Traveling too fast for conditions (76) Unknown cause of control loss (specify): (77) Unknown cause of control loss (specify): (78) Unknown cause of control loss (78) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (79) Unknown cause of control loss (81) Animal approaching roadway (82) Animal Inroadway (83) Animal -unknown location (80) Object or Animal (82) Animal approaching roadway (83) Animal approaching roadway (83) Animal -unknown location (80) Object or Animal (82) Animal approaching roadway (83) Animal approaching roadway (83) Animal approaching roadway (83) Animal -unknown location (84) Object approaching roadway (85) Other critical precrash event (specify): (85) Pedatcyclist or other nondrows (83) Animal approaching roadway (83) Animal approaching roadway (83) Other critical precrash event (specify): (85) Pothics at roadway (85) Animal approaching roadway (87) Object or Animal (88) Other critical precrash event (specify): (89) Unknown (89) Other critical precrash event (specify): (89) Unknown (89) Other critical precrash event (specify): (89) Unknown (89) Other critical precrash event (specify): (89) Unknown (89) Other critical precrash event (specify): (89) Unknown (89) Other critical precrash event (specify): (89) Unknown (89) Other critical precrash event (specif	(03)		(specify):
Context Cont	40.41	{specify}:	(84) Pedalcyclist or other nonmotorist approaching
Context Cont	(04)		roadway (specify):
(Se) Traveling ito past for conditions (O8) Other cause of control loss (specify): (O8) Unknown cause of control loss (O8) Unknown cause of control loss (O8) Unknown cause of control loss (O8) Unknown cause of control loss (O8) Unknown cause of control loss (O8) Unknown cause of control loss (O8) Unknown cause of control loss (O8) Unknown cause of control loss (O8) Unknown location (O9) Object in roadway (O8) Other critical precrash event (specify): (O8) Other cause of the road on the right side (O8) Other critical precrash event (specify): (O8) Other cause of control loss (O8) Other cause of c	mer	up; (specify):	(ab) redaicyclist of other nonmotonst—unknown
(08) Other cause of control loss (specify): (09) Unknown cause of control loss This Vehicle Traveling (10) Over the lane line on left side of travel lane (11) Over the lane line on left side of travel lane (12) Off the edge of the road on the left side (13) Off the edge of the road on the left side (14) End departure (15) Turning left at intersection (17) Crossing over (passing through) intersection (17) Unknown travel direction (17) Unknown travel direction (18) Turning right at intersection (19) Unknown travel direction (20) Stopped (31) Traveling in same direction with ligher speed (32) Traveling in same direction with higher speed (33) Traveling in opposite direction (34) In crossover (35) Backing (39) Unknown travel direction of other motor vehicle in lane (30) Other Motor Vehicle In Lane (31) Traveling in same direction (32) From adjacent lane (same direction)—over left lane line (33) From adjacent lane (same direction)—over right lane line (34) From crossing street, turning into same direction (35) From crossing street, turning into same direction (36) From crossing street, turning into same direction (37) From driveway, turning into opposite direction (38) From driveway, turning into opposite direction (39) Unknown (30) Unknown (40) Vehicle Stability After Avoidance Maneuver (40) No avoidance Maneuver (41) Skidding laterally—clockwise rotation (41) Skidding laterally—clockwise rotation (42) Skidding laterally—clockwise rotation (43) Skidding laterally—clockwise rotation (43) No driver present (44) Skidding laterally—clockwise rotation (45) No avoidance Maneuver (46) Skidding laterally—clockwise rotation (47) Prom opposite direction—over left lane line (48) From crossing street, turning into same direction (49) No avoidance Maneuver (59)	(03)		tocation (spechy):
(09) Unknown cause of control loss (specify): (09) Unknown cause of control loss This Vehicle Traveling (10) Over the lane line on left side of travel lane (11) Over the lane line on right side of travel lane (12) Off the edge of the road on the left side (13) Off the edge of the road on the left side (14) End departure (15) Turning left at intersection (16) Turning left at intersection (17) Crossing over (passing through) intersection (18) Unknown travel direction (19) Unknown travel direction (19) Unknown travel direction with lower speed (19) Traveling in same direction with ligher speed (19) Traveling in same direction with higher speed (19) Unknown travel direction of other motor vehicle in lane Other Motor Vehicle Encroaching Into Lane (19) Unknown travel direction of other motor vehicle in lane Other Motor Vehicle Encroaching Into Lane (19) Unknown travel direction over left lane line (19) From adjacent lane (same direction)—over left lane line (19) From opposite direction over right lane line (19) From opposite direction over right lane line (19) From crossing street, turning into same direction (19) Unknown travel direction over right lane line (19) Unknown	(06)		Object or Animal
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(64) From parking lane (65) From crossing street, turning into same direction (66) From crossing street, across path (67) From crossing street, turning into apposite direction (68) From crossing street, intended path not known (70) From driveway, across path (71) From driveway, across path (72) From driveway, turning into apposite direction (73) From driveway, intended path not known (74) From entrance to limited access highway (78) Encroachment by other vehicle—details unknown *** IF THE CDS APPLICABLE VEHICLE WAS NOT INSPECTED (I.E., GV35=0), ***			§
(65) From crossing street, turning into same direction (66) From crossing street, across path (67) From crossing street, turning into opposite direction (68) From crossing street, intended path not known (70) From driveway, turning into same direction (71) From driveway, across path (72) From driveway, turning into opposite direction (73) From driveway, intended path not known (74) From entrance to limited access highway (78) Encroachment by other vehicle—details unknown *** IF THE CDS APPLICABLE VEHICLE WAS NOT INSPECTED (I.E., GV35=0), ***			· · · · · · · · · · · · · · · · · · ·
direction (66) From crossing street, across path (67) From crossing street, turning into opposite direction (70) From driveway, turning into opposite direction (71) From driveway, turning into opposite direction (72) From driveway, intended path not known (73) From driveway, intended path not known (74) From entrance to limited access highway (78) Encroachment by other vehicle—details unknown *** IF THE CDS APPLICABLE VEHICLE WAS NOT INSPECTED (I.E., GV35=0), ***			
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(68) From crossing street, intended path not known (70) From driveway, turning into same direction (71) From driveway, across path (72) From driveway, turning into opposite direction (73) From driveway, intended path not known (74) From entrance to limited access highway (78) Encroachment by other vehicle—details unknown *** IF THE CDS APPLICABLE VEHICLE WAS NOT INSPECTED (I.E., GV35 = 0), ***	(67)	From crossing street, turning into opposite	5
(70) From driveway, turning into same direction (71) From driveway, across path (72) From driveway, turning into opposite direction (73) From driveway, intended path not known (74) From entrance to limited access highway (78) Encroachment by other vehicle—details unknown *** IF THE CDS APPLICABLE VEHICLE WAS NOT INSPECTED (I.E., GV35 = 0), ***			
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(72) From driveway, turning into opposite direction (73) From driveway, intended path not known (74) From entrance to limited access highway (78) Encroachment by other vehicle—details unknown (77) From driveway, intended path not known (8) No driver present (9) Directional consequences unknown (9) Directional consequences unknown (178) From entrance to limited access highway (178) Encroachment by other vehicle—details unknown)
(73) From driveway, intended path not known (74) From entrance to limited access highway (78) Encroachment by other vehicle—details unknown *** IF THE CDS APPLICABLE VEHICLE WAS NOT INSPECTED (I.E., GV35 = 0), ***			
(74) From entrance to limited access highway (78) Encroachment by other vehicle—details unknown *** IF THE CDS APPLICABLE VEHICLE WAS NOT INSPECTED (I.E., GV35=0), ***			₹
(78) Encroachment by other vehicle—details unknown *** IF THE CDS APPLICABLE VEHICLE WAS NOT INSPECTED (I.E., GV35=0), ***			•
*** IF THE CDS APPLICABLE VEHICLE WAS NOT INSPECTED (I.E., GV35=0), ***			(a) ruscimus consadrances augmossii
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DO NOT COMPLETE THE EXTERIOR AND INTERIOR VEHICLE FORMS.

*** IF GV07 DOES NOT EQUAL 01-49, DO NOT COMPLETE ***
THE EXTERIOR VEHICLE, INTERIOR VEHICLE,
OCCUPANT ASSESSMENT, AND OCCUPANT INJURY FORMS.

J.S. Department of Trenspo Vational Highway Traffic Sa Administration		EX	TERIOR	VEHI	CLE F	ORM	NA.		CCIDENT S WORTHIN		
1. Primary Samplir	g Unit Nu	nbe r		3.	Vehicle	Numbe	er				}
2. Case Number	Stratum		3-07								
			/E: 6 E	5 E\11	3[47:NI	01\					
VIN YVI	<u> </u>	550	0 0	<u> </u>					Model Y	ear <u>9</u>	3_
Vehicle Make (specif						Model (s		253	<u> 60</u>	<u>r</u>	
			LC	107:118	R						
Locate the end of the			t to the veh	icle lon	gitudina	l center	line or t	umper (corner fo	or end in	npacts
Specific Impact No	····		of Direct Da	ımage			L	ocation	of Field	L	
· · · · · · · · · · · · · · · · · · ·	BUMPE	<u>e + Geu</u>	LE AREE	<u> </u>		EUL	اس_	<u>рин</u> с	<u> </u>	ue_	
***************************************	96.5	CM IN LE	NOTH RE	647 T	8:4cm				~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		
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Measure (impacts. Free spac the indivic side taper	C1 to C6 fi e value is i lual C loca , etc. Rec	ent on the vom driver to defined as the tions. This ord the value	o passenger ne distance may include e for each (side in betwee the fo C-measu	front of n the ballowing: urement	rear im aseline a bumper and ma	pacts a and the lead, b ximum	nd rear original	body co	intour ta	sken at usion,
}	any lines/c	olumns as n Direct C	·····	describ	e each	gamage T	prome.	Ţ		T	T
	f Impact urements	Width (CDC)	Max Crush	Field L	C,	Cz	C ₃	C.	C _s	C,	±D
المالكات ا	£	109.200	6,4cm	150	2.8	5.7	6,4	(.3	0		1-34
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------DRIGINAL*SPECIFICATIONS*WORK*SHEET

Wheelbase	104.3	inches	X	2.54	***	<u>_2 _6 5_</u> cm
Overall Length	183.5	inches	Х	2.54	æ	<u>4 6 6</u> cm
Maximum Width	69.3	inches	x	2.54	*	<u>176</u> cm
Curb Weight	3,187	pounds	X	.4536	00	_1,_4_4_6_kg
Average Track	5 &.9_	inches	Х	2.54	200	<u> 1 5 0</u> cm
Front Overhang		inches	X	2.54	201	Cm
Rear Overhang		inches	X	2.54	*	ст
Undeformed End Width	*	inches	X	2.54	22	Cm
Engine Size: cyl./displ.		cc	Х	.001	**	L
	1 4 9	CID	Х	.0164	æ	<u>2.4</u> L

National Accident Sampling System-Crashworthiness Date System: Exterior Vehicle Form Paga 2 NEHICLE DAMAGE SKETCH TIRE-WHEEL DAMAGE **ORIGINAL SPECIFICATIONS** WHEEL STEER ANGLES a. Rotation physically b. Tire (For locked front wheels or 265 cm restricted deflated Wheelbase displaced rear axles only) ŘF ± _____ o ____ 466 cm Overall Length LF ± ____ o Maximum Width ¢m 14 46 Curb Weight ka Within ± 5 degrees 150 Average Track cm (1) Yes (2) No (8) NA (9) Unk. DRIVE WHEELS Front Overhang cm X FWD □ RWD □ 4WD Rear Overhang cmTYPE OF TRANSMISSION Undeformed End Width _____ Approximate | ☐ Manual X Automatic kg Cargo Weight **MEASUREMENTS IN CENTIMETERS** CONTACT DAMAGE TO TOP OF BOMPER AND GRILLE 266.4 cm

NOTES: Sketch new perimeter and cross hatch direct damage and single hatch induced damage on all views. Associate observations which might be useful in reconstructing the accident (e.g., grass in tire bead, direction of strictions, scuff on sidewells, etc.). If pulling trailer, sketch type of trailer and damage received on the back of this page.

Annotate any damage caused by extriction such as component removal by torching, prying, or hydraulic shears.

266.4 cm

CDCWORKSHEET								
CODES FOR OBJECT CONTACTED								
(01-30) — Vehicle Nu	mber		(57	/} Fence				
			(58	3) Wall				
Noncollision			(59) Building				
(31) Overturn - ro	llover)) Ditch or	culvert			
(32) Fire or explosi	on		(61) Ground				
(33) Jackknife				Fire hydr	ant			
(34) Other intrauni	t damage (specif	y):		3) Curb				
				I) Bridge				
(35) Noncollision in			(6)	Other fix	ed object (s	pecify):		
(38) Other noncolli	sion (specify):							
			_ (6))) Unknowi	a fixed obje	ct		
(39) Noncollision -	- details unknow	'n	A			~ *		
	a .			ion with No				
Collision With Fixed O			,	Motor ve		-transport		
(41) Tree (≤ 10 cr				2) Pedestria				
(42) Tree (> 10 ci				 Cyclist o Other no 		* ^^^\\	.^	
(43) Shrubbery or (44) Embankment	OUSTI		().	+) Other no	innowns. O	r conveyand	· C	
(44) cinbankinent			<i>[7]</i>	5) Vehicle	Normant			
(45) Breakaway po	in as wast lawy s	liametari		5) Animal	ocupa:n			
(40) Dieakaway pu	na or hose famly c	((3)))		7) Train				
Nonbreakaway Pole o	r Darre				liernnnortar	d in transpor	~ t -	
(50) Pole or post (atori				ct (specify):	•	
(51) Pole or post (100	w;	.,,,,,,,,,	or topeany,		
diameter)	~ 10 th th th th	www.iii	(8	9) Unknow	n nonfixed (nhiect		
(52) Pole or post (> 30 cm in dian	nater)	(0	<i>,</i> 2000000000000000000000000000000000000	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.0,001		
(53) Pale or post ((9	8) Other ev	ent (specify	<i>i</i>):		
(54) Concrete traff	fir harriar		{Q	9) Unknow	n event or r	hient		
(55) Impact attenu			,,	ω; ω τειατώνν		,oo:		
(56) Other traffic I		guardrail)						
(specify):		•	~					
	meemosss.	רוחגו רו גככ	IFICATION E	······································	······································			
	DEPURIVA	non timad	is in me i solive i					
Accident	(1) (2)			(4) Specific	(5) Specific	(6)		
Event	Direction	Incremental	(3)	Longitudinal	Vertical or	Type of	(7)	
Sequence Object	of Force	Value of	Deformation	or Lateral	Lateral	Damage	Deformation	
Number Contacted	(degrees)	Shift	Location	Location	Location	Distribution	Extent	
272 3		***************************************	.*	3 /	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	, 1	^ }	
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		50000000 00000000000000000000000000000	CO, A TRUE M. STEFFE		*********			
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		ROLLISIO	MidleEoFiMA	TIONERS	SIEIGATIO		
HIGHEST E	DELTA "V"						
Accident Event Sequence Number	Object Contacted	(1) (2) Direction of Force		(4) Longitudinal or Lateral Location	(5) Vertical or Lateral Location	(6) Type of Damage Distribution	(7) Deformation Extent
4Q_ <u>1</u>	5. <u>0</u> 2	6. <u>1</u> 3	7. <u>E</u>	8. <u> </u>	9. <u>£</u>	10. <u>س</u>	11. <u>0</u>
Second Hi	ghest Delta "V	oc					
12	13	14	15	16	17	18	19
CRUSH PROFILE IN CENTIMETERS The crush profile for the damage described in the CDC(s) above should be documented in the appropriate space below. (ALL MEASUREMENTS ARE IN CENTIMETERS.)							
HIGHEST	DELTA "V"						
20. L	21. 	C ₂	C ₃	C ₄	C ₆	C,	22.
150	<u> </u>	006	. doo.	م لوم	ع عمد	222	<u> </u>
Second Hi	ighest Delta "V	¢ 55					
23. L	24. 	<u>C₂</u>	C3	Ca	C _s	C _s	25. ±D
							+
but Not	Cs Documented Coded on The ted File?		7. Researcher's As of Vehicle Dispo (0) Not towed of vehicle dam (1) Towed due vehicle dam (9) Unknown	osition <u>O</u> lue to age to age	(999) PER SPE	al Wheelbase _Code to the nearest centime Unknown	

	nal Accident Sampling System-Crashworthine	ess Dat	a System: Exterior Vehicle Form	Page
£9,	Is This A Multi-Stage Manufactured Vehicle And/Or A Certified Altered Vehicle? (0) No post manufacturer modifications (1) Yes - post manufacturer modifications (specify): (Include photograph of CERTIFICATION PLACARD in case report) (9) Unknown if vehicle is modified	<u>o</u>	31. Origin of Fire (0) No fire (1) Vehicle exterior (front, side, back, top) (2) Exhaust system (3) Fuel tank (and other fuel retention system parts) (4) Engine compartment (5) Cargo/trunk compartment (6) Instrument panel (7) Passenger compartment area (8) Other location (specify):	
30.	Fire Occurrence (0) No fire		(9) Unknown	
	Yes, fire occurred (1) Minor (2) Major (9) Unknown		32. Type of Fuel Tank (0) No fuel tank (electrical vehicle) (1) Metallic (2) Non-metallic (9) Unknown	**************************************
	(I.E., GV09=0 OR 9 AND GV36=0), t	ON OC	T COMPLETE THE INTERIOR VEHICLE FOR	≀ M.



U.S. Department of Transportation

National Highway Traffic Safety

INTERIOR VEHICLE FORM

NATIONAL ACCIDENT SAMPLING SYSTEM CRASHWORTHINESS DATA SYSTEM

C312/12/28/12/28/12	Chashworthiness data byste
1Primary-Sampling-Unit-Number	GLAZING
2. Case Number - Stratum 93-07	Glazing Damage from Impact Forces
A** 3	15. WS 2 16. LF O 17. RF O 18. LR O 19. RR O
3. Vehicle Number <u>O</u>	20. BL <u>O</u> 21. Roof <u>8</u> 22. Other <u>8</u>
INTEGRITY	(0) No glazing damage from impact forces
4. Passenger Compartment Integrity (00) No integrity loss Yes, Integrity Was Lost Through (01) Windshield (02) Door (side) (03) Door/hatch (back door) (04) Roof (05) Roof glass (06) Side window (07) Rear window (backlight) (08) Roof and roof glass (09) Windshield and door (side)	(2) Glazing in place and cracked from impact forces (3) Glazing in place and holed from impact forces (4) Glazing out-of-place (cracked or not) and not holed from impact forces (5) Glazing out-of-place and holed from impact forces (6) Glazing disintegrated from impact forces (7) Glazing removed prior to accident (8) No glazing (9) Unknown if damaged Glazing Damage from Occupant Contact
(US) Windshield and raof	
(11) Side and rear window (side window and backlight) (12) Windshield and side window (13) Door and side window (38) Other combination of above (specify):	28. BL \(\triangle 29\). Roof \(\triangle 80\). Other \(\triangle \) (0) No occupant contact to glazing or no glazing (1) Glazing contacted by occupant but no glazing damage
(99) Unknown	(2) Glazing in place and cracked by occupant contact (3) Glazing in place and holed by occupant contact (4) Glazing out-of-place (cracked or not) by accupant contact and not holed by occupant contact
Door, Tailgate or Hatch Opening 5. LF 1 6. RF 1 7. LR 1 8. RR 1 9. TG/H 0	(5) Glazing out-of-place by occupant contact and holed by occupant contact (6) Glazing disintegrated by occupant contact (3) Unknown if contacted by occupant
(0) No door/gete/hetch (1) Door/gete/hetch remained closed and operational (2) Door/gete/hetch came open during collision (3) Door/gete/hetch jammed shut	If No Glazing Damage <i>And</i> No Occupant Contact or No Glazing, Then Code IV31 Through IV46 As Ø Type of Window/Windshield Glazing
(8) Other (specify):	
(9) Unknown	31. WS 1 32. LF 2 33. RF 2 34. LR 2 35. RR 2
	36. BL_2 37. Roof <u>O</u> 38. Other <u>O</u>
Damage/Failure Associated with Door, Tailgate or Hatch Opening in Collision. If IV05-IV09 ≠ 2, Then code Ø 10. LF ○ 11. RF ○ 12. LR ○ 13. RR ○ 4. TG/H ○	(0) No glazing contact and no damage, or no glazing (1) AS-1 — Laminated (2) AS-2 — Tempered (3) AS-3 — Tempered-tinted (4) AS-14 — Glass/Plastic (8) Other (specify):
(0) No door/gate/hatch or door not apened	(S) Unknown
Door, Tailgate or Hatch Came Open During Collision (1) Door operational (no demage) (2) Latch/etriker failure due to demage (3) Hinge failure due to demage (4) Door structure failure due to damage (5) Door support (i.e., piller, sill, roof side rail, etc.) failure due to damage	Window Precrash Glazing Status 39. WS
(6) Latch/striker and hings failure dus to demags (8) Other failure (specify): (9) Unknown	(0) No glazing contact and no demage, or no glazing (1) Fixed (2) Closed (3) Partially opened (4) Fully opened (9) Unknown

(9) Unknown

STEERING COLUMN 87. Steering Column Type (1) Fixed column (2) Tilt column (3) Telescoping column	93. Location of Steering Rim/Spoke
(4) Tilt and telescoping column (8) Other column type (specify): (9) Unknown	(02) Section B (03) Section C (04) Section D
	Helf Sections (05) Upper half of rim/spoke (06) Lower half of rim/spoke (07) Left half of rim/spoke (08) Right half of rim/spoke
88. Blank (This variable is left blank so that numbering consistency can be maintained with the 1988-93 CDS.	(09) Complete steering wheel collapse (10) Undetermined location (99) Unknown
	INSTRUMENT PANEL
89. Blank XXX (This variable is left blank	94. Odometer Reading
so that numbering consistency can be maintained with the 1988-93 CDS.	kilometers—Code to the nearest 1,000 kilometers (000) No odometer (001) Less than 1,500 kilometers (500) 499,500 kilometers or more (999) Unknown
90. Blank (This variable is left blank so that numbering consistency	<u>582</u> ~~ x 1.6083 timester
can be maintained with the 1988-93 CDS.	Source:
91. Blank (This variable is left blank	95. Instrument Panel Damage from Occupant Contact? (0) No
so that numbering consistency can be maintained with the 1988-93 CDS.	(1) Yes (9) Unknown
	96. Knee Bolsters Deformed from Occupant Contact?
92. Steering Rim/Spoke Deformation Code actual measured deformation to the nearest centimeter (00) No steering rim deformation (01-14) Actual measured value in centimeters	(1) Yes (8) Not present (9) Unknown
(15) 15 centimeters or more (98) Observed deformation cannot be measured (99) Unknown	97. Did Glove Compartment Door Open During Collision(s)? (0) No
	(0) No (1) Yes (8) Not present (9) Unknown

Driver Facial Contact Evidence on Air Bag



Lipstick transfer on driver's side air bag 4-6 cm (1.5 - 2.5") above the centerline, extends 0.6 cm (0.25") right of center to 3 cm (1.25") left of center Skin-toned makeup transfer below the lipstick transfer, extends 4 cm (1.5") left of center to 2.5 cm (1") right of center and 0-4 cm (0-1.5") above the horizontal centerline

Child Occupant Contact Points

Head contact into rear view mirror, mirror compressed into console, mirror glass and plastic frame were cracked, mirror stem separated from mount, black plastic transfers on map light console from mirror.

Diagonally oriented tissue transfer/ scuff mark on cracked windshield from child occupant's left hand, transfer extended 18-25 cm (7-10") right of center.

Smudge on windshield at header, left of center, possible head/hair contact.

Troll doll purple hair transfer in cracked windshield, 40 cm (16") right of center and 18 cm (7").



Black vinyl transfers in windshield from right corner of passenger air bag module cover flap, 48 cm (19") right of center, glass bowed 5 cm (2.1") outward.

Separated tether (limiter) straps for passenger side module cover flap.

Small tear in air bag.

Grayish residue transfers on corner of upper instrument panel from passenger side air bag.

Orange fabric transfer on edge and face of passenger air bag module cover flap, began 3 cm (1.25") inboard of left edge and extended 7 cm (2.75") to right, extends 5 cm (2") vertically onto face of flap.

		POIN		NUPANTE CONTAC		
Contact	Interior Component Contacted	Occupant No. If Known	Body Region If Known	Supporting Phys		Confidenc Level of Contact Point
A	45		FACE	LIPSTICK TRANSFER		
8	45		FACE	MAKEUP TRANS FE		¥ (4)
C	1 1 7	2	O ALM HORSO	Land Article Control of Control of State Control of Con	TRANSFER	
D I	01	1	COHPOS	TISCUE /SCUFF		**** ! ****
	0		HEAD	KMUD6E		15 3 3 5 5
	02 50		HEAD	Name and the second of the second	MIRROR	
G	63			CRACKED MODULE	ZOUER FLAD	
. #						
J						
K						
* L 3						
M						
N			2.0			
RONT (01) Wind		C	(23) Left B-pills	ERIOR COMPONENTS or pillar (specify):	(46) Other occupants (sp	
(02) Mirror (03) Sunvisor (04) Steering wheel rim (05) Steering wheel hub/spoke (06) Steering wheel (combination		(28) Left eide v one ar ma	window glass or frame window glass including re of the following: ndow sill, A (A1/A2)-piller,	(47) Interior loose object (48) Child safety seat (sp (49) Other interior object	(specify):	
of codes 04 and 05) (07) Steering column, transmission selector lever, other attachment (08) Add on equipment (s.g., CB, tape			B-piller, or (27) Other left	roof side rail.	ROOF (SO) Front header (S1) Rosr header	
deck, (09) Left i	on squipment (e.g. eir conditioner) netrument penel ei ir instrument pene	nd below i	RIGHT SIDE	interior surface,	(51) Rear Reader (52) Roof left side rail (53) Roof right side rail (54) Roof or convertible	top

- (12) Glove compettment door (13) Knee boleter
- Windshield including one or more of the following: front header, A (A1/A2)-piller, instrument penel, mirror, or steering assembly (driver side only) (15) Windshield including one or more
- of the following: front header, A (A1/A2)-pillar, instrument panel, or mirror (passenger side only)
- (16) Driver side eir bag compartment COVSI
- (17) Passenger eide sir beg compartment cover
- Windshield reinforced by exterior object (specify):
- Other front object (specify):

LEFT SIDE

- (20) Left side interior surface, excluding hardwere or armrests
- Left side hardware or armrest
- (22) Left A (A1/A2)-piller

- (31) Right side herdwere or armrest
- Right A (A1/A2)-piller (32)
- (33)Right 8-piller
- (34)Other right pillar (specify):
- Right side window glass or frame
- Right side window glass including one or more of the following: frame, window sill, A (A1/A2)-piller, B piller, or roof side reil.
- (37) Other right side object (specify):
- (38) Right side window sill

INTERIOR

- (40) Seat, back support
- Belt restraint webbing/buckle (43)
- (42) Beit restraint 8-pillar attechment point
- Other restraint system component (epacify):
- Heed restraint system
- Air bag (use codes *16* and *17* for injuries sustained from air bag compartment covers)

FLOOR

- (56) Ploor (including toe pan)
- Floor or console mounted transmission lever, including console
- (58) Parking brake hendle
- Foat controls including parking (83) braka

REAR

- Backlight (rear window)
- (81) Backlight storage rack, door, sto
 - Other rear object (specify):

CONFIDENCE LEVEL OF CONTACT POINT

- (1) Certain
- (2) Probable
- (3) Possible
- (9) Unknown

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NOTE:	below. Restraint systems sl	plicable front seat position. The attrib rould be assessed during the vehicle in				
	Assessment Form.	AIR BAGS				
•••••		Left	Right			
F	Availability/Function	\				
R R	Deployment		()			
R S	Failure					
(0) (1) Non- (2) (3)	System Availability/Function Not equipped/not evailable Air beg functional Air beg disconnected (specify): Air beg not reinstelled Unknown	Air Bag System Deployment (0) Not equipped/not evailable (1) Air bag deployed during accident (as a result of impact) (2) Air bag deployed inadvertently just prior to accident (3) Air bag deployed, accident sequence undetermined (4) Nondeployed (5) Unknown if deployed (6) Air bag deployed as a result of a noncollision event during accident sequence (s.g., fire, explosion, electrical) (9) Unknown	Old Air Bag System Fell? (0) Not equipped/not available (1) No (2) Yes (specify): (9) Unknown			
		AUTOMATIC BELTS Left	Right			
~~~~	Availability/Function	0				
F	Use	0				
Ř	Туре	Ö				
S	Proper Use	7	<i>O</i>			
8	Failure Modes	7	1 0			
Aveiable (0) (1) (2) (3) (4) (3) (4) (2) (2) (3) (3) (3) (3) (3) (4) (4) (2) (3) (4) (5) (6) (6) (6) (6) (6) (6) (6) (6) (6) (6	stic (Passiva) Sait System  žity/Function  Not equipped/not available  2 point automatic belts  3 point eutomatic belts  Automatic balts - type unknown  functiona/  Automatic belts destroyed or rendered inoperative  Unknown  stic (Passive) Sait System Use  Not equipped/not available/destroyed or rendered inoperative  Automatic belt in use  Automatic belt in use (manually disconnected, motorized track inoperative)  Automatic belt use unknown  Unknown  stic (Passiva) Sait System Type  Not equipped/not available	Proper Use of Automatic (Passiva) Belt System  (C) Not equipped/not available/not used (1) Automatic belt used properly (2) Automatic belt used properly with child safety sest  Automatic Belt Used Improperly (3) Automatic shoulder belt worn under sim (4) Automatic shoulder belt worn behind back (5) Automatic belt worn sround more than one person (6) Lap portion of automatic belt worn on abdoman (7) Automatic lap and shoulder belt or sutomatic shoulder belt used improperly with child safety sest (specify):  (8) Other improper use of automatic belt system (specify):	Automatic (Passiva) Salt Failure Modes  During Accident  (0) Not equipped/not evailable/not in use (1) No automatic belt failure(s) (2) Torn webbing (stratched webbing not included) (3) Broken buckle or latchplate (4) Upper encharage separated (6) Other ancharage separated (specify): (8) Broken retractor (7) Combination of above (specify): (8) Other automatic belt failure (specify): (9) Unknown			
(2)	Non-motorized system Motorized system Unknown	(8) Unknown				

#### MANUAL RESTRAINTS

NOTES: Encode the applicable data for each seat position in the vehicle. The attribute for the variable may be found below. Restraint systems should be assessed during the vehicle inspection then coded on the Ocupant Assessment Form.

If a Child safety seat is present, encode the data on the back of this page.

If the vehicle has automatic restraints available, encode the appropriate data on the back of the previous page.

•	e e e e e e e e e e e e e e e e e e e	Left	Center	Right
. X M	Availability	Santa de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria	· AA0000	V 44 ° <b>4</b> 20 ≥ 2 ×
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S	Failure Modes	٥		0
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Ö	Use	<b>1001</b> **	***	
Ň	Failure Modes	ours.	,,oo.	₩^
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#### Manual (Active) Belt System Availability

- (0) None available
- (1) Belt removed/destroyed
- (2) Shoulder belt
- (3) Lap belt
- (4) Lap and shoulder belt
- (5) Belt available type unknown

#### Integral Belt Partially Destroyed

- (6) Shoulder belt (lap belt a destroyed/removed)
- (7) Lap beit (shoulder belt destroyed/removed)
- (8) Other belt (specify):
- (9) Unknown

#### Manual (Active) Belt System Use

- (00) None used, not available, or belt removed/destroyed
- (O1) Inoperable (specify):
- (02) Shoulder belt
- (03) Lap belt
- (04) Lap and shoulder belt
- (05) Belt used type unknown

- (08) Other belt used (specify):
- (12) Shoulder belt used with child safety seat
- (13) Lap belt used with child safety seat
- (14) Lap and shoulder belt used with child safety seat
- (15) Belt used with child safety seat -
- (18) Other belt used with child safety seat (specify):
- (99) Unknown if belt used

#### Manual (Active) Belt Failure Modes During Accident

- (0) No manual belt used or not available
- (1) No manual belt failure(s)
- (2) Tom webbing (stretched webbing not included)
- (3) Broken buckle or latchplate
- (4) Upper anchorage separated
- (5) Other anchorage separated (specify):
- (6) Broken retractor
- (7) Combination of above (specify):
- (8) Other manual belt failure (specify):
- (9) Unknown

	C.	III BASYATESI	V SEATH	I E I BOVASS	3533115116		
	en a child safety seat is pre occupant's number using	sent enter the	occupant's n	umber in the	first row and co		
Oc	cupant Number				1.00		and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th
1,	Type of Child Safety Seat						
2.	Child Safety Seat Orientation						
3.	Child Safety Seat Harness Usage			and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th			
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5.	Child Safety Seat Tether Usage						
6.	Child Safety Seat Make/Model		Specif	y Below for	Each Child Safe	ty Seat	
	Type of Child Safety Seat (0) No child safety seat (1) Infant seat (2) Toddler seat (3) Convertible seat (4) Booster seat (7) Other type child safe		<b>):</b>	4. Child S 5. Child S Note: (	iafety Seat Harn iafety Seat Shiel iafety Seat Teth Options Below A lo child safety se	d Usage er Usage re Used for Var	iables 3-5.
2.	(8) Unknown child safety (9) Unknown if child safety (9) Unknown if child safety (00) No child safety seat (00) No child safety seat (00) No child safety seat (01) Rear facing (02) Forward facing (03) Other orientation (seat) (09) Unknown orientation (109) Unknown orientation (11) Rear facing (12) Forward facing (13) Other orientation (seat) (19) Unknown orientation	tion for  pecify):  cing for This		(01) A (02) A (03) C (09) U (09) U Design (11) H (12) H (19) U Unknor (21) H (22) H (29) U	signed with Har ifter market harr dded, not used after market harr hild safety seat arness/shield/tet ded With Harness arness/shield/tet larness/shield/tet larness/s	ness/shield/tetheness/shield/tethenesd, but no after added tess/shield/tether sher not used ther used ther not used ther not used ther used ther used ther used ther used ther sed there sed there sed there sed the sed there sed the sed there sed the sed there sed the sed there sed the sed the sed there sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the sed the	er used ter market used nield/Tether
	Unknown Design or Orier Age/Weight, or Unknown (21) Rear facing (22) Forward facing (28) Other orientation (s	Age/Weight			afety Seat Make y make/model a		mber)

(29) Unknown orientation

(99) Unknown if child safety seat used

#### 

NOTES: Encode the applicable data for each seat position in the vehicle. The attribute for these variables may be found at the bottom of the page. Head restraint type/damage and seat type/performance should be assessed during the vehicle inspection then coded on the Occupant Assessment Form.

		Left	Center	Right	
F	Head Restraint Type/Damage	3		3	
R S	Seat Type				
	Seat Performance				
Ŧ	Seat Orientation	*			
S	Head Restraint Type/Damage	3	3	3	
Ě	Seat Type	05	05	05	
O N	Seat Performance		(		
Ď	Seat Orientation	Į.		(	
Ŧ	Head Restraint Type/Damage				
Ĥ	Seat Type				
Ř	Seat Performance	<u></u>			
D	Seat Orientation				
o	Head Restraint Type/Damage				
**************************************	Seat Type	And the second second			
	Seat Performance				
R	Seat Orientation				

#### Head Restraint Type/Damage by Occupant at This Occupant Position

- No head restraints
- Integral no damage
- Integral damaged during accident (2)
- Adjustable no damage (3)
- Adjustable damaged during accident (4)
- (5)
- Add-on no damage Add-on damaged during socident (63)
- (8) Other Specifyl:
- Unknown

#### Seat Type (this Occupant Position)

- (00) Occupant not seated or no seat
- (01)Bucket
- (02) Bucket with folding back
- (03) Bench
- (04) Bench with separate back cushions
- (05)Bench with folding back(s)
- (06) Split bench with separate back cushions
- (07) Split bench with folding back(s)
- (08) Pedestal (i.e., column supported)
- (09) Other seat type (specify):
- (10) Box mounted seat (i.e., van type)
- (99) Unknown

#### Seat Performance (this Occupant Position)

- (0) Occupant not seated or no seat
- No seat performance failure(s)
- Seat adjusters failed
- (3) Seat back folding locks or "seat back" failed specify:
- Seat tracks/anchors failed
- (5) Deformed by impact of occupant
- (6) Deformed by passenger compartment intrusion (specify):
- (7) Combination of above (specify):
- (8) Other (specify):
- (9) Unknown

#### Seat Orientation (this Occupant Position)

- (O) Occupant not seated or no seat
- Forward facing seat
- (2) Rear facing seat
- (3) Side facing seat (inward)
- Side facing seat (outward) (4)
- (8) Other (specify):
- (9) Unknown

#### DESCRIBE ANY INDICATION OF ABNORMAL OCCUPANT POSTURE (I.E., UNUSUAL OCCUPANT CONTACT PATTERN)

## VEHICLE #2

1986 Volkswagen Golf

U.S. Department of Transportation

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	onal Highway Traffic Sc	efaty
Adm	inistration	
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## **GENERAL VEHICLE FORM**

NATIONAL ACCIDENT SAMPLING SYSTEM CRASHWORTHINESS DATA SYSTEM

1. Primary Sampling Unit Number  2. Case Number - Strotum 93-07	11. Police Reported Alcohol Presence (0) No alcohol present (1) Yes (alcohol present)
3. Vehicle Number O2  VEHICLE IDENTIFICATION	(7) Not reported (8) No driver present (9) Unknown
4. Vehicle Model Year Code the last two digits of the model year (99) Unknown  5. Vehicle Make (specify):	Note: See variables 37 through 55 (Page 4) for information on Other Drugs  12. Alcohol Test Result For Driver Code actual value (decimal implied before first digit—0.xx) (95) Test refused (96) None given (97) AC test performed, results unknown (98) No driver present (99) Unknown  Source:
6. Vehicle Model (specify):	13. Speed Limit (000) No statutory limit Code posted or statutory speed limit in kph (999) Unknown
7. Body Type  Note: Applicable codes may be found on the back of this page.	35 mph x 1.6093 = 056 kph  14. Attempted Avoidance Maneuver (00) No impact (01) No avoidance actions
8. Vehicle Identification Number  IVWEGOL77GV  Left justify; Slash zeros and letter Z (0 and Z) No VIN—Code all zeros Unknown—Code all nine's	(02) Braking (no lockup) (03) Braking (lockup) (04) Braking (lockup unknown) (05) Releasing brakes (06) Steering left (07) Steering right (08) Braking and steering left (09) Braking and steering right (10) Accelerating
OFFICIAL RECORDS	(11) Accelerating and steering left (12) Accelerating and steering right
9. Police Reported Vehicle Disposition (0) Not towed due to vehicle damage (1) Towed due to vehicle damage (9) Unknown	(97) No driver present (98) Other action (specify): (99) Unknown
10. Police Reported Travel Speed OOO  Code to the nearest kph (NOTE: 000 means less than 0.5 kph) (160) 159.5 kph and above (999) Unknown  TOPPED  mph X 1,6093 =kph	15. Accident Type  Applicable codes may be found on the back of page two of this field form (00) No impact Code the number of the diagram that best describes the accident circumstance (98) Other accident type (specify):  (99) Unknown
	VO7 DOES NOT FOUAL 01-49 ****

## **CODES FOR BODY TYPE**

#### CDS APPLICABLE VEHICLES

#### Automobiles

- (01) Convertible (excludes sun-roof, t-bar)
- (O2) 2-door sedan, herdtop, coupe
- (O3) 3-door/2-door hetchback
- (C4) 4-door seden, hardtop
- (05) 5-door/4-door hatchback
- (CS) Station wegon (excluding van and truck based)
- (07) Hetchback, number of doors unknown
- (08) Other automobile type (specify):
- (09) Unknown automobile type

#### Automobile Derivatives

- (10) Auto based pickup (includes El Camino, Caballero, Ranchero, Brat, and Rabbit pickup)
- (11) Auto based panel (cargo station wagon, auto based ambulance/hearse)
- (12) Large limousine more than four side doors or stretched chassis
- (13) Three-wheel automobile or automobile derivative

#### Utility Vehicles (≤ 4,500 kgs GVWA)

- (14) Compact utility (Jeep CJ-2 CJ-7, Scrambler, Golden Eagle, Renegade, Laredo, Wrangler, Cherokee (84 and after), Dispatcher, Raider, Bronco II, Bronco (78 and before), Explorer, S-10 Blazer, Geo Trecker, Bravada, S-15 Jimmy, Thing, Pathfinder, Trooper, Trooper II, Rodeo, Amigo, Navajo, 4-Runner, Montero, Samurai, Sidekick, Rocky)
- (15) Large utility (includes Jeep Cherckee [83 and before], Remcharger, Trailduster, Bronco-fullsize [78 and after], fullsize Biazer, fullsize Jimmy, Lendcruiser, Rover, Scout)
- (16) Utility station wagen (Chevy Suburban, GMC Suburban, Travelell, Grand Wageneer, includes suburban limousine)
- (19) Utility, unknown body type

#### Van Based Light Trucks (≤ 4,500 kgs GVWR)

- (20) Minivan (Chrysler Town and Country, Caravan, Grand Caravan, Voyager, Grand Voyager, Mini-Ram, Dodge/Plymouth Vista, Aeroster, Villager, Lumina APV, Trans Sport, Silhouette, Astro, Safari, Toyota Van, Toyota Minivan, Previa, Nissan Minivan, Quest, Mitsubishi Minivan, Vanagon/Camper.)
- (21) Large van (8150-8350, Sportsman, Royal, Maxiwagon, Ram, Tradesman, Voyager (83 and before), £150-£350, £conoline, Clubwagon, Chatesu, £10-£30, Chevy Van, Besuville, Sport Van, £15-£35, Rally Van, Vandura.)
- (22) Step van or walk-in van ( \$4,500 kgs GVWR)
- (23) Ven besed motorhome (≤ 4,500 kgs GVWR)
- (24) Ven based school bus (\$\preceq\$ 4,500 kgs GVWR)
- (25) Ven based other bus ( \$4,500 kgs GVWR)
- (28) Other van type (Hi-Cube Van, Kary) (specify):
- (29) Unknown van type

#### Light Conventional Trucks (Pickup style cab, ≤ 4,500 kgs GVWR)

- (30) Compact pickup (D60, Colt P/U, Ram 50, Daketa, Arraw Pickup (foreign), Ranger, Courier, S-10, T-10, LUV, S-15, T-15, Sonoma, Datsun/Nissan Pickup, P'up, Mazda Pickup, Toyota Pickup, Mitsubishi Pickup)
- (31) Large Pickup (Jeep Pickup, Comenche, Ram Pickup, D100-D350, W100-W350, F100-F350, C10-C35, K10-K35, R10-R35, V10-V35, Silverado, Sierra, R100-R500,)

- (32) Pickup with slide-in camper
- (33) Convertible pickup
- (39) Unknown pickup style light conventional truck type

#### Other Light Trucks (\$ 4,500 kgs GVWR)

- (40) Cab chassis based (includes rescue vehicles, light stake, dump, and tow truck)
- (41) Truck based panel
- [42] Light truck based motorhome (chassis mounted)
- (45) Other light conventional truck type
- (48) Unknown light truck type
- (49) Unknown light vehicle type (sutemobile, utility, van, or light truck)

The British

#### OTHER VEHICLES

#### Buses (Excludes Van Based)

- (80) School bus (designed to carry students, not cross country or transit)
- (58) Other bus type (e.g., transit, intercity, bus based motorhome) (specify):
- (59) Unknown bus type

#### Medium/Heavy Trucks (> 4,500 kgs GVWR)

- (60) Step van (> 4,500 kgs GVWR)
- (61) Single unit straight truck (4,500 kgs < GVWR ≤ 8,850 kgs)
- (62) Single unit straight truck (8,850 kgs < GVWR ≤ 12,000 kgs)
- (63) Single unit straight truck (> 12,000 kgs GVWR)
- (64) Single unit straight truck, GVWR unknown
- (65) Medium/heavy truck based motorhome
- (67) Truck-trector with no cargo trailer
- (68) Truck-tractor pulling one trailer
- (69) Truck-trector pulling two or more trailers
- (70) Truck-tractor (unknown if pulling trailer)
- (78) Unknown medium/heavy truck type
- (79) Unknown truck type (light/medium/heavy)

## Motored Cycles (Does Not Include All-Terrain Vehicles/Cycles)

- (80) Motorcycle
- (81) Moped (motorized bicycle)
- (82) Three-wheel motorcycle or moped
- (88) Other motored cycle (minibike, motorscooter) (specify):
- (89) Unknown metered cycle type

#### Other Vehicles

(90) ATV (All-Terrain Vehicle) and ATC (All-Terrain Cycle)

- (91) Snowmobile
- (92) Farm equipment other than trucks
- (93) Construction equipment other than trucks
- (97) Other vehicle type
- (99) Unknown body type

	OCCUPANT RELATED	24.	RolloverO
16.	Driver Presence in Vehicle (0) Driver not present (1) Driver present (9) Unknown		(0) No rollover (no overturning)  Rollover (primarily about the longitudinal axis) (1) Rollover, 1 quarter turn only (2) Rollover, 2 quarter turns
17.	Number of Occupants This Vehicle (00-96) Code actual number of occupants for this vehicle (97) 97 or more (99) Unknown		(3) Rollover, 3 quarter turns (4) Rollover, 4 or more quarter turns (specify):  ———————————————————————————————————
18.	Number of Occupant Forms Submitted O 1		about the lateral axis) (9) Rollover (overturn), details unknown
	VEHICLE WEIGHT ITEMS	32	OVERRIDE/UNDERRIDE (THIS VEHICLE)
19.	Vehicle Curb Weight	25.	Front Override/Underride (this Vehicle)
	10 kilograms. (045) Less than 450 kilograms	26.	Rear Override/Underride (this Vehicle)
	(610) 6,100 kilograms or more (999) Unknown		(0) No override/underride, or not an end-to-end impact
	02, 1 50 lbs X .4536 = 0, 9 7 5 kgs		Override (see specific CDC) (1) 1st CDC
	·		(2) 2nd CDC (3) Other not automated CDC (specify):
20.	Vehicle Cargo WeightO, _O O 0O 10 kilograms.		
	(000) Less than 5 kilograms (450) 4,500 kilograms or more (999) Unknown		Underride (see specific CDC) (4) 1st CDC (5) 2nd CDC
	lbs X .4536 =,kgs	,	(6) Other not automated CDC (specify):
	RECONSTRUCTION DATA		(7) Medium/heavy truck or bus override (9) Unknown
21.	Towed Trailing Unit (0) No towed unit		
	(1) Yes—towed trailing unit (9) Unknown		HEADING ANGLE AT IMPACT FOR HIGHEST DELTA V
22.	Documentation of Trajectory Data for This Vehicle (0) No (1) Yes		Values: (000)-(359) Code actual value (997) Noncollision (998) Impact with object (999) Unknown
23.	Post Collision Condition of Tree or Pole (For Highest Delta V)	27.	. Heading Angle For This Vehicle
	(0) Not collision (for highest delta V) with tree or pole (1) Not damaged (2) Cracked/sheared (3) Tilted <45 degrees (4) Tilted ≥45 degrees (5) Uprooted tree (6) Separated pole from base (7) Pole replaced (8) Other (specify):	28.	. Heading Angle For Other Vehicle <u>O8</u> 5
1	(9) Unknown	1	

	· ·
37. Police Reported Other Drug Presence (0) No other drugs present (1) Yes (other drug present)	DRUG EVALUATION CLASSIFICATION OTHER DRUGS TEST RESULTS FOR DRIVER
(7) Not reported (8) No driver present (9) Unknown	DEC Specimen Test Test Results Results
38. Police Reported Drug Evaluation Classification (DEC) Test For Driver (0) No DEC process available or given (1) DEC process given, results known (2) DEC process given, results unknown (3) DEC process available, unknown if given (8) No driver present	Narcotic Drug 40. 0 41. 0 Depressant Drug 42. 0 43. 6 Stimulant Drug 44. 0 45. 0 Hallucinogen Drug 46. 0 47. 0 Cannabinoid Drug 48. 0 49. 0 Phencyclidine (PCP) 50. 0 51. 0 Inhalant Drug 52. 0 53. 0 Other Drug (Excluding 54. 0 55. 0 Nicotine, Aspirin, Alcohol, Drugs Administered Post-Crash)
30 00 00 00 00 00 00 00 00 00 00 00 00 0	Codes For DEC Test Results
39. Other Drug Specimen Test Type For Driver (0) No specimen test given (1) Blood test (2) Urine test (3) Other specimen tests (specify):	(0) No DEC test given (1) Passed DEC test (2) Failed DEC test (3) DEC test given—results unknown (8) No driver present (9) Unknown if DEC test given
(7) Unspecified specimen test (8) No driver present	Codes for Specimen Test Results
(9) Unknown if specimen test given	(0) No specimen test given (1) Drug not found in specimen (2) Drug found in specimen (7) Specimen test given, results unknown or not obtained (8) No driver present
	(9) Unknown if specimen test given
-	

# CODES FOR ROLLOVER INITIATION OBJECT CONTACTED

(00) No rollover	(57) Fence
(01-30) — Vehicle Number	(58) Wall
	(59) Building
Noncollision	(60) Ditch or culvert
(31) Turn-over fall-over	(61) Ground
(33) Jackknife	(62) Fire hydrant
,, , , , , , , , , , , , , , , , , ,	(63) Curb
Collision With Fixed Object	(64) Bridge
(41) Tree (≤ 10 cm in diameter)	
	(68) Other fixed object (specify):
(42) Tree (> 10 cm in diameter)	
(43) Shrubbery or bush	(69) Unknown fixed object
(44) Embankment	
	Collision with Nonfixed Object
(45) Breakaway pole or post (any diameter)	(71) Motor vehicle not in-transport
	(76) Animal
Nonbreakaway Pole or Post	(77) Train
(50) Pole or post (≤ 10 cm in diameter)	(78) Trailer, disconnected in transport
(51) Pole or post (> 10 cm but ≤ 30 cm in	(88) Other nonfixed object (specify):
diameter)	
(52) Pole or post (> 30 cm in diameter)	(89) Unknown nonfixed object
(53) Pole or post (diameter unknown)	·
	(98) Other event (specify):
(54) Concrete traffic barrier	,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,
(55) Impact attenuator	(99) Unknown event or object
(56) Other traffic barrier (includes guardrail)	took accommon acome to posture
in a such transport to the first transport grant and	

#### PRECRASH DATA (Continued) 85. _S &_ Critical Precrash Event Pedestrian or Pedalcyclist, or Other Nonmotorist (80) Pedestrian in roadway This Vehicle Loss of Control Due To: (81) Pedestrian approaching roadway (01) Blow out or flat tire (82) Pedestrian - unknown location (O2) Stalled engine (83) Pedalcyclist or other nonmotorist in roadway (03) Disabling vehicle failure (e.g., wheel fell off) (specify): (specify): (84) Pedalcyclist or other nonmotorist approaching (04) Non-disabling vehicle problem (e.g., hood flew roadway (specify): up) (specify): (85) Pedalcyclist or other nonmotorist—unknown (05) Poor road conditions (puddle, pot hole, ice, etc.) location (specify): (specify): (06) Traveling too fast for conditions Object or Animal (08) Other cause of control loss (specify): (87) Animal in roadway (88) Animal approaching roadway (09) Unknown cause of control loss (89) Animal-unknown location (90) Object in roadway (91) Object approaching roadway This Vehicle Traveling (10) Over the lane line on left side of travel lane (92) Object—unknown location (11) Over the lane line on right side of travel lane (12) Off the edge of the road on the left side (98) Other critical precrash event (specify): (13) Off the edge of the road on the right side (99) Unknown (14) End departure (15) Turning left at intersection (16) Turning right at intersection (17) Crossing over (passing through) intersection For Corrective Actions Attempted see variable GV14 (19) Unknown travel direction (Attemped Avoidance Manuever) Other Motor Vehicle In Lane (50) Stopped 66. Precrash Stability After Avoidance Maneuver (51) Traveling in same direction with lower speed (O) No avoidance maneuver (i.e., lower steady speed or decelerating) (1) Tracking (52) Traveling in same direction with higher speed (2) Skidding longitudinally—rotation less than 30 (53) Traveling in opposite direction (54) in crossover (3) Skidding laterally -- clockwise rotation (55) Backing (4) Skidding laterally—counterclockwise rotation (59) Unknown travel direction of other motor vehicle (7) Other vehicle loss-of-control (specify): (8) No driver present Other Motor Vehicle Encroaching Into Lane (60) From adjacent lane (same direction)—over left (9) Precrash stability unknown lane line (61) From adjacent lane (same direction)—over right lane line 67. Precrash Directional Consequences of (62) From opposite direction—over left lane line Avoidance Maneuver (Corrective Action) (63) From apposite direction—over right lane line (0) No avoidance maneuver (64) From parking lane (1) Vehicle stayed in travel lane where avoidance (65) From crossing street, turning into same maneuver was initiated direction (2) Vehicle stayed on roadway but left travel lane (66) From crossing street, across path where avoidance maneuver was initiated (67) From crossing street, turning into opposite (3) Vehicle stayed on roadway, not known if left direction travel lane where avoidance maneuver was (68) From crossing street, intended path not known (70) From driveway, turning into same direction initiated (71) From driveway, across path (4) Vehicle departed roadway (72) From driveway, turning into opposite direction (5) Avoidance maneuver initiated off roadway (73) From driveway, intended path not known (8) No driver present (74) From entrance to limited access highway (9) Directional consequences unknown (78) Encroachment by other vehicle—details unknown

*** IF THE CDS APPLICABLE VEHICLE WAS NOT INSPECTED (I.E., GV35 = 0), ***
DO NOT COMPLETE THE EXTERIOR AND INTERIOR VEHICLE FORMS.

*** IF GV07 DOES NOT EQUAL 01-49, DO NOT COMPLETE ***
THE EXTERIOR VEHICLE, INTERIOR VEHICLE,
OCCUPANT ASSESSMENT, AND OCCUPANT INJURY FORMS.

•	r of transportar y Traffic Safety		EX	TERIOR	VEHIC	le f	ORM	NA'		CCIDENT S		
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VEHICLE IDENTIFICATION												
VIN 1 V W E G O 1 7 7 G V Model Year <u>8 6</u>												
Vehicle Mai	Vehicle Make (specify): <u>UOLKSWAGEA</u> Vehicle Model (specify): <u>GOLF</u>											
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Specific In	npact No.		Location	of Direct Da	ımage			<u></u>	cation	of Field I	L.	
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	Measure C1 mpacts.	to C6 fr	om driver to	passenger	side in	front or	rear im	pacts as	nd rear t	to front i	n side	
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## ORIGINAL SPECIFICATIONS WORK SHEET

Wheelbase		inches	Х	2.54	æ	<u>247</u> cm
Overall Length	158.0	inches	X	2.54	æ	<u>40</u> 1cm
Maximum Width		inches	х	2.54	<b>*</b>	<u>1 6 6</u> cm
Curb Weight	2,163	pounds	X	.4536	æ	<u>0, 9 1 kg</u>
Average Track		inches	X	2.54	жe	<u> </u>
Front Overhang		inches	X	2.54	222	Cm
Rear Overhang	······································	inches	x	2.54	<b>*</b>	cm
Undeformed End Width	5 93	inches	Х	2.54	æ	<u>/_ S _/_</u> cm
Engine Size: cyl./displ.	200000 200000 200000 200000	СС	Х	.001	200	
	97_	CID	×	.0164	<b>*</b>	_1.6 L

#### VEHICLE DANIAGE SKETCH WHEEL STEER ANGLES ORIGINAL SPECIFICATIONS TIRE-WHEEL DAMAGE (For locked front wheels or a. Rotation physically b. Tire Wheelbase <u>247</u> cm displaced rear axles only) restricted deflated RF ± 0 Overall Length 401 cmLF ± 166 Maximum Width cm kα Curb Weight Within ± 5 degrees cm Average Track (1) Yes (2) No (8) NA (9) Unk. DRIVE WHEELS Front Overhang cm X FWD □ RWD □ 4WD Rear Overhang cmTYPE OF TRANSMISSION Undeformed End Width 151 cmApproximate Cargo Weight <u>N/A</u>kg Engine Size: cyl./displ. 1,6 □ Automatic (X Manual MEASUREMENTS IN CENTIMETERS ---Original **Bumper height** FIELD L 150.500 POST-CRASH Bumper corner Bumper corner 22.4 Stringline Stringline & POST-CHASH 247 Bumper corner Bumper corner 68.6 Stringline 72.4 Stringline Sketch new perimeter and cross hatch direct demage and single hatch induced demage on all views. Annotate observations which might be useful in

received on the back of this page.

Annotate any demage caused by extrication such as component removal by torching, prying, or hydraulic shears.

reconstructing the accident (e.g., grees in the bead, direction of atriations, scuff on sidewells, etc.). If pulling trailer, sketch type of trailer and damage

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		C	DDES FOR (	BJECT CON	ITA	CTED			
(01-30) -	- Vehicle Nu	mber		(5)	7}	Fense			
				(5)	8}	Wall			
Noncollisi	on			(5)	9}	Building			
•	)verturn — ro			(6)	0)	Ditch or a	culvert		
	ire or explosi	on		•		Ground			
	ackknife					Fire hydr	ant		
(34) C	ther intrauni)	t damage (specif	y}:			Curb			
	······	······				Bridge			
	loncallision i			(6)	8)	Other fix	ed object (s	specify):	
(38) C	tner noncolli	sion (specify):		(0)	Λ.	¥ 8 5	. 85		
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(38) N	ioncollision ~	<ul> <li>details unknow</li> </ul>	3.3	e 200		سلافة مؤملين	mailiand Obla	n4	
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	liameter)			(8	9}	Unknow	n nonfixed i	object	
(52) P	ole or post (	> 30 cm in diam	ieter)					·	
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HIGHEST (	DELTA "V"			· · · · · · · · · · · · · · · · · · ·			
Accident Event Sequence Number	Object Contacted	(1) (2) Direction of Force	(3) Deformation Location	(4) Longitudinal or Lateral Location	(5) Vertical or Lateral Location	(6) Type of Damage Distribution	(7) Deformation Extent
4OL	5. <u>0</u> l	6. <u>0</u> 6	7. <u>B</u>	8. <u>Z</u>	9. <u>E</u>	10. <u>W</u>	110_(_
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***************************************		A33340000000000000000000000000000000000		32_	. 3_ inches X 2.	54 = <u>247</u>	centimatars

atio	nal Accident Sampling System-Crashworthin	ess Dat	a System: Exterior Vehicle Form	Page
<b>:9.</b>	Is This A Multi-Stage Manufactured Vehicle And/Or A Certified Altered Vehicle? (0) No post manufacturer modifications (1) Yes - post manufacturer modifications (specify):  (Include photograph of CERTIFICATION PLACARD in case report) (9) Unknown if vehicle is modified		31. Origin of Fire (0) No fire (1) Vehicle exterior (front, side, back, top) (2) Exhaust system (3) Fuel tank (and other fuel retention system parts) (4) Engine compartment (5) Cargo/trunk compartment (6) Instrument panel (7) Passenger compartment area (8) Other location (specify):	0
10.	Fire Occurrence (0) No fire		(9) Unknown	
	Yes, fire occurred (1) Minor (2) Major (9) Unknown		32. Type of Fuel Tank (0) No fuel tank (electrical vehicle) (1) Metallic (2) Non-metallic (9) Unknown	
			VAS NOT TOWED AND WAS NOT AN AOI T COMPLETE THE INTERIOR VEHICLE FOI	



U.S. Department of Transportation

National Highway Traffic Safety

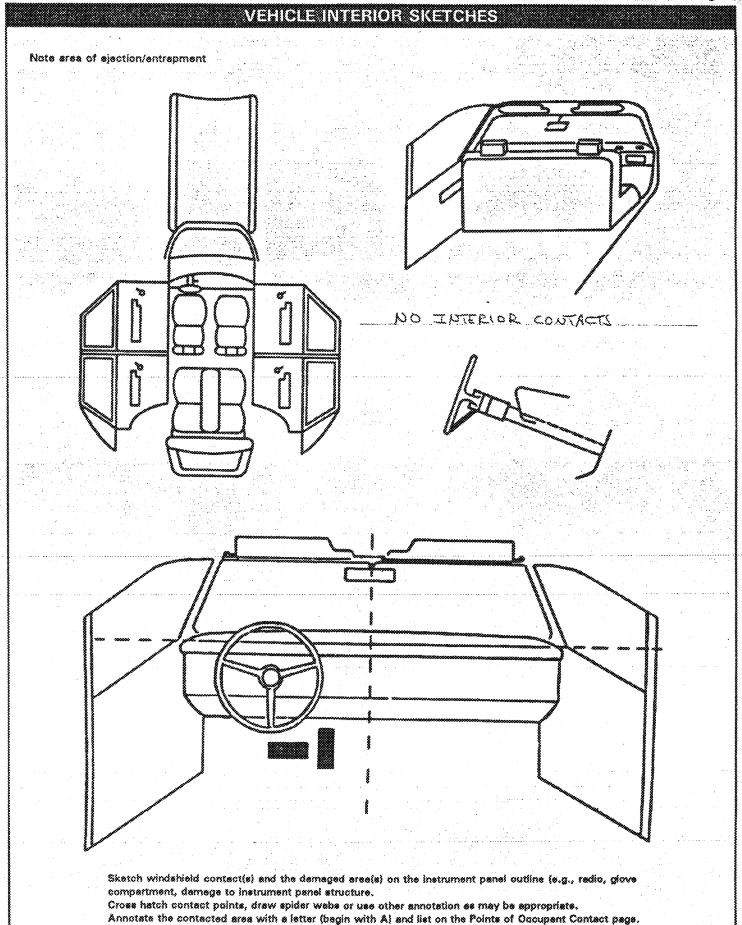
## INTERIOR VEHICLE FORM

NATIONAL ACCIDENT SAMPLING SYSTEM

diminati # 1 po i	CHASHWORTHINESS DATA SYSTEM
1. Primary Sampling Unit Number	GLAZING
	Glazing Damage from Impact Forces
2. Case Number - Stratum 93-07	15. WS <u>O</u> 16. LF <u>O</u> 17. RF <u>O</u> 18. LR <u>O</u> 19. RR <u>O</u>
3. Vehicle Number	20. BL <u>O</u> 21. Roof <u>√</u> 22. Other <u>√</u>
INTEGRITY	(0) No glazing damage from impact forces
4. Passenger Compartment Integrity (00) No integrity loss  Yes, Integrity Was Lost Through (01) Windshield (02) Door (side) (03) Door/hatch (back door) (04) Roof (05) Roof glass	(2) Glazing in place and cracked from impact forces (3) Glazing in place and holed from impact forces (4) Glazing out-of-place (cracked or not) and not holed from impact forces (5) Glazing out-of-place and holed from impact forces (6) Glazing disintegrated from impact forces (7) Glazing removed prior to accident (8) No glazing (9) Unknown if damaged
(06) Side window (07) Rear window (becklight)	Glazing Damage from Occupant Contact
(08) Roof and roof gises (09) Windshield and door (side)	23. WS O 24. LF O25. RF O 26. LR O 27. RR O
(10) Windshield and roof (11) Side and rear window (side window and backlight)	28. BL <u>O</u> 29. Roof <u>O</u> 30. Other <u>O</u>
(12) Windshield and side window (13) Door and side window (98) Other combination of above (specify): (99) Unknown  Door, Tailgate or Hatch Opening	(0) No occupant contact to glazing or no glazing (1) Glazing contacted by occupant but no glazing damage (2) Glazing in place and cracked by occupant contact (3) Glazing in place and holed by occupant contact (4) Glazing out-of-place (cracked or not) by occupant contact and not holed by occupant contact (5) Glazing out-of-place by occupant contact and holed by occupant contact (6) Glazing disintegrated by occupant contact
5. LF _ 6. RF _ 7. LR _ 8. RR _ 9. TG/H _ (0) No door/gets/hetch	(9) Unknown if contected by occupant  If No Glazing Damage And No Occupant Contact or No Glazing, Then Code IV31 Through IV46 As Ø
(1) Door/gate/hetch remained closed and operational (2) Door/gate/hatch came open during collision (3) Door/gate/hatch jammed shut (8) Other (specify):	Type of Window/Windshield Glazing
(9) Unknown	31. WS <u>0</u> 32. LF <u>0</u> 33. RF <u>0</u> 34. LR <u>0</u> 35. RR <u>0</u>
	36. BL_○ 37. Roof ○ 38. Other ○
Damage/Failure Associated with Door, Tailgate or Hatch Opening in Collision. If IV05-IV09 ≠ 2, Then code Ø  10. LF ○ 11. RF ○ 12. LR ○ 13. RR ○ 14. TG/H ○	(0) No glazing contact and no damage, or no glazing (1) AS-1 — Laminated (2) AS-2 — Tempered (3) AS-3 — Tempered-tinted (4) AS-14 — Glase/Plastic (8) Other (specify):
(0) No door/gate/hatch or door not opened	(9) Unknown
Door, Tailgate or Hatch Came Open During Collision (1) Door operational (no demage) (2) Latch/atriker failure due to damage	Window Precrash Glazing Status
(3) Hinge failure due to demage (4) Door structure failure due to demage	39. WS <u>0</u> 40. LF <u>0</u> 41. RF <u>0</u> 42. LR <u>0</u> 43. RR <u>0</u>
(5) Door support (i.e., piller, sill, roof side rail, etc.) failure due to damage	44. BL 🛆 45. Roof 🛕 46. Other 🔼
(6) Latch/striker and hings failure due to demega (8) Other failure (specify):	(0) No glazing contect and no damage, or no glazing (1) Fixed (2) Closed
(3) Unknown	(3) Partially opened (4) Fully opened (3) Helenous

			REA INTRUSION
lote: If no intrusio	ns, leave variables i	V47-IV86 blank.	INTRUDING COMPONENT
Location of	93969666 PAR 6666666 PAR 666666 PAR 666	Dominant nituda Crush	Interior Components (01) Steering assembly
Intrusion	Component of In	trusion Direction	(02) Instrument panel left (03) Instrument panel center
			(04) Instrument panel right
1st 47	48 49	)	(OS) Toe pan
			(06) A (A1/A2)-pillar
			107) B-piller NO INTEUSIO
nd 51	. 52 5:	3 54	(09) C-pillar (09) D-pillar (10) Door panel (side)
			(12) Roof (or convertible top)
		*	(13) Roof side rail
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	56 57	, 58	(14) Windshield (15) Windshield header
			(16) Window frame
th 59	80 °	62	(17) Floor pan (includes sill)
*** ***********************************	*** **	Comment Wolfe	(18) Backlight header (19) Front seat back
			(20) Second seat back
ith 63	6469	5. <b>6</b> 6.	(21) Third seat back
			(22) Fourth seat back (23) Fifth seat back
			(24) Seat cushion
th 67.	68 69	). 70.	(25) Back door/panel (e.g., tailgate)
•••••			(26) Other interior component (specify):
n de la companya di Santa. Na mangga di Santa di Santa di Santa di Santa di Santa di Santa di Santa di Santa di Santa di Santa di Santa d	n de la companya di Salah di Salah di Salah di Salah di Salah di Salah di Salah di Salah di Salah di Salah di Salah di Salah di Sa		(27) Side panel - forward of the A (A2)-pills
th 71	72 7:	374	(28) Side panel - rear of the A (A2)-pillar
			Exterior Components
		보면 보다 됐는 하고	(30) Hood
lth 75	76 77	7	(31) Outside surface of this vehicle (specify
			(32) Other exterior object in the environmer
			(specify): (33) Unknown exterior object
lth 79	808:	82	(33) Unknown exterior object
			(97) Catastrophic (98) Intrusion of unlisted component(s)
222	e. a	• •	(specify):
m 83	84 89	3 86	(99) Unknown
manner and a server	mismemax		
CATION OF INT	NUICUN		MAGNITUDE OF INTRUSION
Front Seat	Fourth Seat		(1) ≥ 3 centimeters but < 8 centimeters (2) ≥ 8 centimeters but < 15 centimeters
(11) Left (12) Middle	(41) Left (42) Midd		(3) ≥ 15 centimeters but < 30 centimeters
(13) Right	(43) Righ		(4) ≥ 30 centimeters but < 46 centimeters (5) ≥ 46 centimeters but < 61 centimeters
	in the second second		(C) x C4 namaimunana
Second Seat (21) Left	(97) Cata (98) Othe	strophic or enclosed	(7) Catastrophic (9) Unknown
(21) Left (22) Middle (23) Right	area	(specify)	(9) Unknown
(23) Right	(99) <del>Unk</del> i	P 201 6 7 9	
Third Seat	was unki	IPAAII	DOMINANT CRUSH DIRECTION
(31) Left			(1) Vertical (2) Longitudinal
(32) Middle (33) Right			i (3) Laterai
A			(7) Catastrophic
			(9) Unknown

87. Steering Column Type (1) Fixed column (2) Tilt column (3) Telescoping column (4) Tilt and telescoping column (8) Other column type (specify): (9) Unknown  88. Blank (This variable is left blank so that numbering consistency can be maintained with the 1988-93 CDS.	93. Location of Steering Rim/Spoke Deformation (00) No steering rim deformation  Cuarter Sections (01) Section A (02) Section B (03) Section C (04) Section D  Half Sections (05) Upper half of rim/spoke (06) Lower half of rim/spoke (07) Left half of rim/spoke (08) Right half of rim/spoke (09) Complete steering wheel collapse (10) Undetermined location (99) Unknown
	INSTRUVIENT PANEL
89. Blank (This variable is left blank	94. Odometer Reading2
(This variable is left blank so that numbering consistency can be maintained with the 1988-93 CDS.  90. Blank (This variable is left blank so that numbering consistency can be maintained with the 1988-93 CDS.  91. Blank (This variable is left blank so that numbering consistency can be maintained with the 1988-93 CDS.  92. Steering Rim/Spoke DeformationCode actual measured deformation to the nearest centimeter	kilometers—Code to the nearest 1,000 kilometers (000) No odometer (001) Less than 1,500 kilometers (500) 499,500 kilometers or more (999) Unknown  LOO, 22   miles × 1,6093 = 258, 76   kilometers  Source:  95. Instrument Panel Damage from Occupant Contact? (0) No (1) Yes (9) Unknown  96. Knee Bolsters Deformed from Occupant Contact? (0) No (1) Yes (8) Not present
(00) No steering rim deformation (01-14) Actual measured value in centimeters (15) 15 centimeters or more (98) Observed deformation cannot be measured (99) Unknown	(9) Unknown  97. Did Glove Compartment Door Open During Collision(s)? (0) No (1) Yes (8) Not present (9) Unknown



Contact	Interior Component Contacted	Occupant No. If Known	Body Region If Known	UPANT CONTACT Supporting Physi		Confidence Level of Contact Point
Α	i nam Minausi				• • • • • • • • • • • • • • • • • • • •	
8						
С		***************************************				<del></del>
D	- Lin gändetik e					<b>†</b>
						<b></b>
#						
G						
H				<u> </u>	······································	<b>†</b>
		~~~~~~	<b></b>	<b></b>		
J						<u> </u>
K						<u> </u>
						†
						· · · · · · · · · · · · · · · · · · ·
(05) Ste	The state of the s		(25) Left side (26) Left side one or mi	piller (specify): window gless or frame window gless including pre of the following: ndow sill, A (A1/A2)-piller,	(47) Interior loose object (48) Child safety seat is (49) Other interior object	pecify):
(03) Sun (04) Ster (05) Ster (06) Ster of c (07) Ster	or whear ering wheel rim ering wheel hub/epol ering wheel (combin codes 04 and 05) ering column, transm	etion niesion	(25) Left side (26) Left side one or me frame, wi 8-piller, o	window glass or frame window glass including pre of the following: ndow sill, A (A1/A2)-pillar, r roof side rail.	(48) Child safety seat is (49) Other interior objec	pecify):
(03) Sun (04) Star (05) Star (06) Star (07) Star asia (08) Add	or whear ering wheel rim ering wheel hub/epol ering wheel (combin- codes 04 and 05) ering calumn, transn cotor laver, other atta I on equipment (s.g.	ation nlesion achment	(25) Left side (26) Left side one or me frame, wi 8-piller, o	window glass or frame window glass including pre of the following: ndow sill, A (A1/A2)-pillar, r roof side rail. side object (specify):	(48) Child safety east is (49) Other interior object (OOF (50) Front header (51) Rear header	pecify):
(03) Sum (04) Star (05) Star (06) Star of c (07) Star asia (08) Add dec	or whear ering wheel rim ering wheel hub/epol ering wheel (combin codes 04 and 05) ering calumn, transn actor laver, other atta	stion nission schment , CB, taps	(25) Left side (26) Left side one or me frame, wi 8-piller, o (27) Other left (28) Left side	window glass or frame window glass including pre of the following: ndow sill, A (A1/A2)-piller, r roof side rail. side object (specify): window sill	(48) Child safety seat is (49) Other interior object (OOF (50) Front header (51) Rear header (52) Roof left side reil (53) Roof right side reil	pecify):
(03) Sum (04) Star (05) Star (06) Star (07) Star (07) Star (08) Add (08) Add (09) Latt (10) Can	or vieur ering wheel rim ering wheel hub/epol ering wheel (combin- codes 04 and 05) ering column, tranen cotor laver, other atti i on equipment (s.g. k, air conditioner) t instrument penel er ster instrument penel er	ation nission achment , CB, taps nd below f I and below	(25) Left side (26) Left side one or me frame, wi B-piller, o (27) Other left (28) Left side	window glass or frame window glass including pre of the following: ndow sill, A (A1/A2)-pillar, r roof side rail. side object (specify): window sill	(48) Child sefety east is (49) Other interior object (OOF (50) Front header (51) Rear header (52) Roof left side reil	pecify):
(03) Sum (04) Ster (05) Ster (06) Ster (07) Ster (08) Add (09) Lett (10) Cen (11) Rigi (12) Glor	or vieur ering wheel rim ering wheel hub/epol ering wheel (combin- codes 04 and 05) ering column, transn cotor laver, other atti I on equipment (é.g., k, air conditioner) I instrument panel er iter instrument panel er ve compartment doc	ation nission schmant , CB, taps nd below f I and below and below	(25) Left side (26) Left side one or me frame, wi 8-piller, o (27) Other left (28) Left side (30) Right side excluding (31) Right side	window gless or frame window gless including pre of the following: ndow sill, A (A1/A2)-piller, r roof side rail. side object (specify): window sill hinterior surface, hardwere or armrests hardwere or armrest	(48) Child sefety east is (49) Other interior object (00) Front header (51) Rear header (52) Roof left side reil (53) Roof or convertible LOOR	pecify): t (specify): top
(03) Sum (04) Star (05) Star (05) Star (07) Star (08) Add (09) Latt (10) Can (11) Rigi (12) Glor (13) Kna (14) Win	ror nvisor sring wheel rim sring wheel hub/spolering wheel (combin- sodes 04 and 05) sring calumn, transn- sctor laver, other attractor panel enter instrument panel attractor instrument panel attractor laver, other attractor laver, other attractor laver, other attractor laver, other attractor laver, other laver, oth	ation nission schmant CB, taps nd below I and below and below or e or more neader,	(25) Left side (26) Left side one or me frame, wi B-piller, o (27) Other left (28) Left side (30) Right side excluding (31) Right side (32) Right B-pi	window gless or frame window gless including pre of the following: ndow sill, A (A1/A2)-piller, r roof side rail. side object (specify): window sill interior surface, hardwere or armrests hardwere or armrest A1/A2)-piller	(48) Child sefety east is (49) Other interior object (00) Front header (51) Rear header (52) Roof left side reil (53) Roof or convertible	pecify): t (specify): top pan) punted
(03) Sum (04) Ster (05) Ster (05) Ster (07) Ster (08) Add deci (09) Left (10) Cen (11) Rigi (12) Gior (13) Kne (14) Win of t A (/ min side	ror roisor ering wheel rim ering wheel hub/spol ering wheel (combin- rodes 04 and 05) ering calumn, transn rotor laver, other attu I on equipment (e.g., i instrument penel er instrument panel it instrument panel er compartment doc es bolster idshield including on	ation nission schment CB, teps nd below I and below and below r e or more seder, nent panel, mbly (driver	(25) Left side (26) Left side one or me frame, wi 8-piller, c (27) Other left (28) Left side (30) Right side (32) Right side (32) Right 8-p (34) Other rigi (35) Right side (36) Right side one or me	window glass or frame window glass including pre of the following: ndow sill, A (A1/A2)-pillar, r roof side reil. side object (specify): window sill sinterior surface, hardware or armrests hardware or armrest A1/A2)-piller	(48) Child sefety east is (49) Other interior object (COF (50) Front header (51) Rear header (52) Roof left side reil (53) Roof or convertible (54) Roof or convertible (56) Floor (including toe (57) Floor or console materials in lever,	pecify): t (specify): top pan) sunted including
(03) Sun (04) Star (05) Star (05) Star (06) Star (07) Star (08) Add deci (08) Left (10) Cen (11) Rigi (12) Glor (13) Kne (14) Win af t A iii side (15) Win of t A iii	ror visor visor ering wheel rim ering wheel hub/spoi ering wheel (combin- codes 04 and 05) ering column, transn cotor laver, other att- I on equipment (s.g. k, air conditioner) t instrument penel er ter instrument penel er ter instrument penel er ve comperment doc	ation mission schment CB, taps nd below il and below and below or e or more meder, ment panel, mbly (driver meader, nent panel, mont panel, nent panel, mont panel, nent panel, nent panel,	(25) Left side (26) Left side one or me frame, wi 8-piller, o (27) Other left (28) Left side (38) Right side (32) Right side (32) Right 8-pi (33) Right 8-pi (34) Other night (38) Right side one or me frame, wi 8 piller, o	window glass or frame window glass including pre of the following: ndow sill, A (A1/A2)-piller, r roof side rail. side object (specify): window sill interior surface, hardwere or ermrests hardwere or ermrest	(48) Child safety seat is (49) Other interior object (50) Front header (51) Rear header (52) Roof left side reil (53) Roof or convertible (54) Roof or convertible (56) Floor (including tee (57) Floor or console materials in lever, console (58) Parking brake head (59) Foot controls including	pecify): t (specify): top pan) punted including ie ding perking
(03) Sum (04) Stee (05) Stee (06) Stee (07) Stee (08) Add dec (09) Left (10) Cen (11) Rigi (12) Glor (13) Kne (14) Win ef t A in edd (15) Wir A in edd (15) Wir A in edd (15) Wir A in edd (15) Wir A in edd (15) Wir A in edd (15) Wir edd (15	ror visor sring wheel rim ering wheel hub/spoil ering wheel (combine ering wheel (combine codes 04 and 05) ering column, transmit cotor laver, other atta I on equipment (s.g. k, air conditioner) tinstrument penel er titer instrument penel er titer instrument penel er titer instrument penel er ve compartment docuse bolster vishield including on he following: front transmit, or esering sesser to only) dehield including on the following: front transmit, or esering er ver side eir beg compart ver side eir beg compart	ation mission schment CB, taps nd below il and below and below or e or more meder, ment panel, mbly (driver meader, nent panel, mont panel, nent panel, mont panel, nent panel, nent panel,	(25) Left side (26) Left side one or me frame, wi 8-piller, o (27) Other left (28) Left side (38) Right side (32) Right side (32) Right 8-pi (33) Right 8-pi (34) Other night (38) Right side one or me frame, wi 8 piller, o	window glass or frame window glass including pre of the following: ndow sill, A (A1/A2)-piller, r roof side reil. side object (specify): R window sill sinterior surface, hardware or armresta hardware or armrest A1/A2)-piller iller or piller (specify): s window glass or frame s window glass including pre of the following: ndow sill, A (A1/A2)-piller, r roof side reil. R	(48) Child safety seat is (49) Other interior object (50) Front header (51) Reer header (52) Roof left side reil (53) Roof right side reil (54) Roof or convertible LOOR (56) Floor (including tee (57) Floor or console metranemission lever, console (58) Parking brake head (59) Foot controls including brake (59) Roof sincluding tee (59) Floor or console metranemission lever, console (59) Foot controls including tee (59) Resking brake head (59) Resking brake head (59) Resking brake head	pecify): t (specify): top pan) punted including le ding perking dow) ack, door, etc.
(03) Sum (04) Ster (05) Ster (05) Ster (06) Ster (07) Ster (08) Add (09) Left (10) Cen (11) Rigil (12) Glor (13) Kne (14) Win of t A in min (15) Win (15) Win (16) Divi (17) Pes (17) Pes	ror visor sring wheel rim ering wheel hub/spoil ering wheel (combine ering wheel (combine ering calumn, transmit of sever, other atta I on equipment (s.g. k, air conditioner) I instrument penel er eter instrument penel er eter instrument penel er eter instrument penel er bolster whe following: front in A1/A2-piller, instrumer, or steering esser eter only) edehield including on the following: front in A1/A2-piller, instrumer, or steering esser er only) edehield including on the following: front in A1/A2-piller, instrumer, or (passenger side of ever side eir beg comprer esenger side air bag enpartment cover	ation nission schmant CB, taps Id below I and below and below or se or more neader, mont panel, moly (driver neader, nent panel, nent panel, partment	(25) Left side (26) Left side (26) Left side one or marker of the control of the	window glass or frame window glass including pre of the following: ndow sill, A (A1/A2)-piller, r roof side reil. side object (specify): R window sill sinterior surface, hardware or armresta hardware or armrest hardware or armrest illier nt piller (specify): s window glass or frame s window glass including pre of the following: ndow sill, A (A1/A2)-piller, r roof side reil. s window sill s window sill	(48) Child safety seat is (49) Other interior object (50) Front header (51) Reer header (52) Roof left side reil (53) Roof right eide reil (54) Roof or convertible LOOR (56) Floor (including toe transmission lever, console (53) Parking brake head (53) Foot controls including toe transmission lever, console (53) Parking brake head (53) Foot controls including toe transmission lever, console (53) Packlight (53) Foot controls including toe transmission lever, console (53) Packlight (53) Foot controls including toe transmission lever, console (53) Backlight (53) Foot controls including toe transmission lever, console (53) Backlight (53) Foot controls including toe transmission lever, console (53) Backlight (54) Foot controls including toe transmission lever, console (54) Backlight (54) Foot controls including toe transmission lever, console (55) Backlight (54) Foot controls including toe transmission lever, console (54) Foot controls including toe transmission lever, console (55) Backlight (54) Foot controls including toe transmission lever, console (55) Backlight (54) Foot controls including toe transmission lever, console (55) Foot controls including toe transmission lever, console (55) Foot controls including toe transmission lever, console (56) Foot controls including toe transmission lever, console (57) Floor controls including toe transmission lever, console (58) Foot controls including toe transmission lever, console (58) Floor controls including toe transmission lever, console (58) Floor controls including toe transmission lever, console (59) Floor controls including toe transmission lever, console (59) Floor controls including toe transmission lever, console (59) Floor controls including toe transmission lever, console (59) Floor controls including toe transmission lever, console (51) Floor controls including toe transmission lever, console (51) Floor controls including toe transmission lever, console (51) Floor controls including toe transmission lever, console (51) Fl	pecify): t (specify): top pan) punted including le ding perking dow) ack, door, etc.
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NOTE:		plicable front seat position. The attribution of the assessed during the vehicle in	
	······	AIR BAGS	
,		Left of a continue like it	Right ** 14415 ***
F	Availability/Function		
R	Deployment		
S	Failure - A.A. Talah A.A.		
(0) (1) <i>Non</i> (2) (3)	System Avallability/Fraction Not equipped/not evailable Air bag fractional Air bag disconnected (specify): Air bag not reinstalled Unknown	Ak Bag System Deployment (C) Not equipped/not evaliable (1) Air bag deployed during socident (as a result of impact) (2) Air bag deployed inadvertently just prior to socident (3) Air bag deployed, socident esquence undetermined (4) Nondeployed (5) Unknown if deployed (6) Air bag deployed as a result of a noncollision event during socident sequence (e.g., fire, explosion, electrical) (9) Unknown	Did Air Bag System Fall? (C) Not equipped/not evallable (1) No (2) Yes (specify): (9) Unknown
		AUTOMATIC BELTS	
		Left	Right
	Availability/Function		
F	Use		
# -	Туре		0
Ť	Proper Use		
	Failure Modes	<u> </u>	<u> </u>
Aveish (0) (1) (2) (3) Non- (4) (9) Automs (0) (1) (2)	stic (Paselva) Bait System Bity/Function Not equipped/not available 2 point automatic belts 3 point automatic belts Automatic belts - type unknown functional Automatic belts destroyed or rendered inoperative Unknown stic (Paselve) Bait System Use Not equipped/not available/destroyed or rendered inoperative Automatic belt in use Automatic belt in use Automatic belt not in use (manually disconnected, motorized track inoperative) Automatic belt use unknown Unknown	Proper Use of Automatic (Passiva) Belt System (O) Not equipped/not available/not used (1) Automatic belt used properly (2) Automatic belt used properly with child safety seat Automatic Belt Used Improperly (3) Automatic shoulder belt worn under arm (4) Automatic shoulder belt worn behind back (5) Automatic belt worn around more than one person (6) Lep portion of automatic belt worn on abdomen (7) Automatic lap and shoulder belt or automatic shoulder belt used improperly with child safety seat (specify):	Automatic (Passiva) Bait Fallura Modes During Accident (0) Not equipped/not available/not in use (1) No automatic belt failura(s) (2) Torn webbing (atretched webbing not included) (3) Broken buckle or latchplate (4) Upper anchorage separated (5) Other anchorage separated (specify): (6) Broken retractor (7) Combination of above (specify): (8) Other automatic belt failure (specify): (9) Unknown
Autom	tic (Passiva) Bait System Type	(8) Other improper use of automatic belt	

(0) Not equipped/not evailable (1) Non-motorized system (2) Motorized system (3) Unknown

(epscify): (8) Unknown

TIVIANUJALEH ESHEMINTS

NOTES: Encode the applicable data for each seet position in the vehicle. The attribute for the variable may be found below. Restraint systems should be assessed during the vehicle inspection then coded on the Ocupant Assessment Form.

If a Child safety seat is present, encode the data on the back of this page.

If the vehicle has automatic restraints available, encode the appropriate data on the back of the previous page.

		Left	Center	Right
F	Availability	4 P.M. Agent		
Ŕ	Use Table 1	04		
S	Failure Modes	(
S	Availability	3	3	3
Ĉ	Use	,	er og er fra er er er er er er er er er er er er er	
S _H CO220	Failure Modes	1000*		~
T	Availability			The same of the sa
	Use			The same of the sa
B	Failure Modes			
Ç	Availability			
H	Use			
R	Failure Modes	The same of the sa		

Manual (Active) Belt System Availability

- (0) None available
- (1) Belt removed/destroyed
- (2) Shoulder belt
- (3) Lap belt
- (4) Lap and shoulder belt
- (5) Belt available type unknown

Integral Belt Partially Destroyed

- (6) Shoulder belt (lap belt destroyed/removed)
- (7) Lap belt (shoulder belt destroyed/removed)
- (8) Other belt (specify):
- (9) Unknown

Manual (Active) Belt System Use

- (00) None used, not available, or belt removed/destroyed
- (O1) Inoperable (specify):
- (02) Shoulder belt
- (03) Lap belt
- (04) Lap and shoulder belt
- (05) Belt used type unknown

- (08) Other belt used (specify):
- (12) Shoulder belt used with child safety seat
- (13) Lap belt used with child safety seat
- (14) Lap and shoulder belt used with child safety seat
- (15) Beit used with child safety seat type unknown
- (18) Other belt used with child safety seat (specify):
- (99) Unknown if belt used

Manual (Active) Belt Failure Modes During Accident

- (0) No manual belt used or not available
- (1) No manual belt failure(s)
- (2) Torn webbing (stretched webbing not included)
- (3) Broken buckle or latchplate
- (4) Upper anchorage separated
- (5) Other anchorage separated (specify):
- (6) Broken retractor
- (7) Combination of above (specify):
- (8) Other manual belt failure (specify):
- (9) Unknown

Wh the	en a child safety seat is pro occupant's number using	esent enter the the codes list	occupant's r	umb	er in the fi	rst row and co	mplete the col hild safety sea	lumn below It present.
Oc	cupant Number							
1.	Type of Child Safety Seat							
2.	Child Safety Seat Orientation							
3.	Child Safety Seat Hamess Usage							
4 ,	Child Safety Seat Shield Uasge		And the second second					
5.	Child Safety Seat Tether Usage							
6.	Child Safety Seat Make/Model		Spec	fy Be	low for E	ach Child Safe	ty Seat	
***	Type of Child Safety Sea	£	and the second	3.	Child Safe	ety Seat Ham	ess Usage	
	(0) No child safety seat (1) Infant seat (2) Toddler seat (3) Convertible seat (4) Booster seat (7) Other type child safety (8) Unknown child safety (9) Unknown if child safety	/ seat type ety seat used	y):		Child Safe Note: Op (00) No Not Desig (01) Afte	child safety so poed with Han	er Usage re Used for V	other
2.	Child Safety Seat Orienta (00) No child safety seat Designed for Rear Facing This Age/Weight (01) Rear facing (02) Forward facing (08) Other orientation (s	for			(03) Chil harr (09) Unk add Designed (11) Harr	d safety seat ness/shield/tet nown if hame ed or used With Harness ness/shield/tet	ss/shield/tethe /Shield/Tether her not used	after market ar
	(09) Unknown orientatio	n				ness/shield/tet nown if harne	ther used ss/shield/tethe	er used
	Designed for Forward Fac Age/Weight (11) Rear facing (12) Forward facing (18) Other orientation (s				(21) Han (22) Han (29) Unk	ness/shield/tet ness/shield/tet nown if harne	her used ss/shield/tethe	er used
	(19) Unknown orientation Unknown Design or Orientage/Weight, or Unknown (21) Rear facing (22) Forward facing (28) Other orientation (sp	ntation For Thi Age/Weight			Child Safe (Specify r	sty Seat Make nake/model ar	safety seat us /Model nd occupant n	umber)
	(29) Unknown orientation (99) Unknown if child sa					•••••••••••••••••••••••••••••••••••••••	***************************************	

HIBADEHESEKANIN SYSTEMBEVALUARION

NOTES: Encode the applicable data for each sest position in the vehicle. The attribute for these variables may be found at the bottom of the page. Head restraint type/damage and seat type/performance should be assessed during the vehicle inspection then coded on the Occupant Assessment Form.

		Left	Center	Right
F	Head Restraint Type/Damage	ν, ε το είνει είνει είνει είνει είνει είνει είνει είνει είνει είνει είνει είνει είνει είνει είνει είνει είνει		7 - 2 - 2
,	Seat Type	OT SEE		1
Ŝ	Seat Performance			
,	Seat Orientation			
S	Head Restraint Type/Damage	0	0	Ò
E C	Seat Type	05	05	05
O N	Seat Performance	(\	
Ď	Seat Orientation	l l	į	
7	Head Restraint Type/Damage			
Ĥ	Seat Type			A CONTRACTOR OF THE PARTY OF TH
Ř	Seat Performance			and the second second
D	Seat Orientation			
0	Head Restraint Type/Damage			
Ť	Seat Type	- Taranananananananananananananananananana		
[E]	Seat Performance			
R	Seat Orientation			

Head Restraint Type/Damage by Occupant at This Occupant Position

- No head restraints
- (1)
- Integral no damage Integral damaged during accident (2)
- (3) Adjustable - no damage
- Adjustable damaged during accident (4)
- (5)
- Add-on no damage Add-on damaged during accident (6)
- Other Specify):
- Unknown

Seat Type (this Occupant Position)

- (00) Occupant not seated or no seat
- (01) Bucket
- $\{02\}$ Bucket with folding back
- (03) Bench
- (04) Bench with separate back cushions
- (05)Bench with folding back(s)
- (06) Split bench with separate back cushions
- (07) Split bench with folding back(s)
- (08) Pedestal (i.e., column supported)
- (09) Other sest type (specify):
- (10) Box mounted seat (i.e., van type)
- (99) Unknown

Seat Performance (this Occupant Position)

- (0) Occupant not seated or no seat
- (1) No seat performance failure(s)
- Seat adjusters failed
- (3) Seat back folding locks or "seat back" failed specify:
- Seat tracks/anchors failed
- (5) Deformed by impact of occupant
- (6) Deformed by passenger compartment intrusion (specify):
- (7) Combination of above (specify):
- (8) Other (specify):
- (9) Unknown

Seat Orientation (this Occupant Position)

- (0) Occupant not seated or no seat
- (1) Forward facing seat
- (2)Rear facing seat
- Side facing seat (inward) (3)
- Side facing seat (outward)
- (8) Other (specify):
- (9) Unknown

DESCRIBE ANY INDICATION OF ABNORMAL OCCUPANT POSTURE (I.E., UNUSUAL OCCUPANT CONTACT PATTERN)

*8000	al Accident Sampling System-Cra 크					···		'age i
	plets the following if the researche e vehicle. Code the appropriate d					r ejected fro	m or entrap;	ped
	CTION No [- Yes [] cribe indications of ejection and bo	ody parts in	volved in pa	rtial ejection	ı(s):			

					Ale III. To the last			1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
	Occupant Number							
	Ejection							
	(Note on Vehicle Interior Sketch) Ejection Area							
	Ejection Medium							
	Medium Status							
(1) {3	tion Complete ejection Partial ejection Ejection, Unknown degree Unknown		area (e.g., o, etc.) (spe		(8) O	tegral struct ther mediun	1 (specify):	
Ejection Area (1) Windshield (2) Left front (3) Right front (4) Left rear (5) Right rear (6) Rear Ejection Medium (1) Door/hatch/tailgate (1) Open (2) Nonfixed roof structure (3) Fixed glazing (4) Nonfixed glazing (specify): (9) Unknown								
	RAPMENT No [Yes]							••••••
Desc	cribe entrapment mechanism:					***************************************		
					148 M 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
********		***************************************						
**********			······	******************************	***************************************			
Com	ponent(s):		3		***************************************	•••••		······

(Note in vehicle interior diagram)

APPENDIX D

NASS Occupant Forms

VEHICLE #1

1993 Volvo 850 GLT



U.S. Department of Transportation

OCCUPANT ASSESSMENT FORM

Form Approved 0.84.8, No. 2127-0021

NATIONAL ACCIDENT SAMPLING SYSTEM CRASHWORTHINESS DATA SYSTEM

National Highway Traffic Safety Administration

8 (6	OCCUPANT'S SEATING
1Primary-Sampling-Unit-Number	10. Occupant's Seat Position
2. Case Number - Stratum 9 3 - 0 7	Front Seat
3. Vehicle Number	(11) Left side
	(12) Middle
4. Occupant NumberO	(13) Right side (14) Other (specify):
OCCUPANT'S CHARACTERISTICS	(15) On or in the lap of another occupant
Ŷ.,,	
5. Occupant's Age 3 4	Second Seat (21) Left side
Code actual age at time of accident. (00) Less than one year old (specify by month):	(22) Middle
ing mag man and thus an ishapus at menny.	(23) Right side
(97) 97 years and older	(24) Other (specify):
(99) Unknown	(25) On or in the lap of another occupant
	Third Seat
	(31) Left side
6. Occupant's Sex	(32) Middle
(1) Male	(33) Right side (34) Other (specify):
(2) Female	(35) On or in the lap of another occupant
(9) Unknown	
	Fourth Seat
	(41) Left side
7. Occupant's Height	(42) Middle (43) Right side
Code actual height to the nearest centimeter.	(44) Other (specify):
centimeter. (999) Unknown	(45) On or in the lap of another occupant
	(O'7) in an an anadamad arms
60 inches X 2.54 = 152 centimeters	(97) In or on unenclosed area (98) Other seat (specify):
	(99) Unknown
8. Occupant's Weight OLL	
Code actual weight to the nearest	11. Occupant's Posture
kilogram. (999)Unknown	(0) Normal posture
	Abnormal posture
9 D pounds X 4536 = Q 4 1 kilograms	(1) Kneeling or standing on seat
	(2) Lying on or across seat (3) Kneeling, standing or sitting in front of seat
	(4) Sitting sideways or turned to talk with another
9. Occupant's Role	occupant or to look out a rear window
(1) Driver	(5) Sitting on a console (6) Lying back in a reclined seat position
(2) Passenger	(7) Bracing with feet or hands on a surface in front
(9) Unknown	of seat (8) Other abnormal posture (specify):
	(9) Unknown
sonoro	

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reconcern	
become	129

		22721.000	
			NTRAPMENT
	Ejection (0) No ejection (1) Complete ejection (2) Partial ejection (3) Ejection, unknown degree (9) Unknown		15. Medium Status (Immediately Prior To Impact) <u>O</u> (0) No ejection (1) Open (2) Closed (3) Integral structure (9) Unknown
***************************************	Ejection Area (0) No ejection (1) Windshield (2) Left front (3) Right front (4) Left rear (5) Right rear (6) Rear (7) Roof (8) Other area (e.g., back of pickup, etc.) (specify): (9) Unknown		(NOTE: Entrapped means that part of the person was in the vehicle and mechanically restrained; jammed doors and immobilizing injuries by themselves are not sufficient to constitute entrapment.) (0) Not entrapped (1) Entrapped (9) Unknown
	Ejection Medium (0) No sjection (1) Door/hatch/tailgate (2) Nonfixed roof structure (3) Fixed glazing (4) Nonfixed glazing (specify):		
***************************************	(5) Integral structure (8) Other medium (specify):		
***************************************	(9) Unknown		

***************************************	·		

	RESTRAINT SYST	EM EVALUATION
17.	Manual (Active) Belt System Aveilability <u>L</u> (0) None available (1) Belt removed/destroyed (2) Shoulder belt (3) Lap belt (4) Lap and shoulder belt (5) Belt available—type unknown	21. Air Bag System Availability/Function (O) Not equipped/not available (1) Air bag Non-functional (2) Air bag disconnected (specify):
	Integral Belt Partially Destroyed (6) Shoulder belt (lap belt destroyed/removed) (7) Lap belt (shoulder belt destroyed/removed)	(3) Air bag not reinstalled (9) Unknown
18.	(8) Other belt (specify): (9) Unknown Manual (Active) Belt System Use (00) None used, not available, or belt	22. Air Bag System Deployment (0) Not equipped/not available (1) Air bag deployed during accident (as a result of impact) (2) Air bag deployed inadvertently just prior to accident (3) Air bag deployed, accident sequence
	removed/destroyed (01) Inoperative (specify): (02) Shoulder belt (03) Lap belt (04) Lap and shoulder belt (05) Belt used—type unknown (08) Other belt used (specify):	(3) Air bag deployed, accident sequence undetermined (4) Nondeployed (5) Unknown if deployed (6) Air bag deployed as a result of a noncollision event during accident sequence (e.g., fire, explosion, electrical) (9) Unknown
	(12) Shoulder belt used with child safety seat (13) Lap belt used with child safety seat (14) Lap and shoulder belt used with child safety seat (15) Belt used with child safety seat—type unknown (18) Other belt used with child safety seat (specify): (99) Unknown if belt used	23. Are There Indications of Air Bag System Failure? (0) Not equipped/not available (1) No (2) Yes (specify): (9) Unknown
19.	Proper Use of Manual (Active) Belts (0) None used or not available (1) Belt used properly (2) Belt used properly with child safety seat	Note: See Variables 44 through 48 (Page 5) for Information on Automatic Belts
	Selt Used Improperly Shoulder belt worn under arm Shoulder belt worn behind back or seat Belt worn around more than one person Belt worn on abdomen Lap belt or lap and shoulder belt used improperly with child safety seat (specify): Shoulder belt used improper use of manual belt system	24. Police Reported Restraint Use (0) None used (1) Police did not indicate restraint use (2) Shoulder belt (3) Lap belt (4) Lap and shoulder belt (5) Belt used, type not specified
	(specify): (9) Unknown	(6) Child safety seat (7) Other or automatic restraint (specify): (8) Restrained, type unknown
20.	Manual (Active) Belt Failure Modes During Accident (0) No manual belt used (1) No manual belt failure(s) (2) Torn webbing (stretched webbing not included) (3) Broken buckle or latchplate (4) Upper anchorage separated (5) Other anchorage separated (specify): (6) Broken retractor (7) Combination of above (specify):	(9) Police indicated "unknown"
	(9) Unknown	

	#HEAD RESTRAINT AN	
25.	Head Restraint Type/Damage by Occupant at This Occupant Position (0) No head restraints (1) Integral—no damage (2) Integral—damaged during accident (3) Adjustable—no damage (4) Adjustable—damaged during accident (5) Add-on—no damage (6) Add-on—damaged during accident (8) Other (specify):	27. Seat Performance (this Occupant Position) (0) Occupant not seated or no seat (1) No seat performance failure(s) (2) Seat adjusters failed (3) Seat back folding locks or "seat back" failed (4) Seat track/anchors failed (5) Deformed by impact of occupant (6) Deformed by passenger compartment intrusion (specify):
	(9) Unknown	(7) Combination of above (specify):
		(8) Other (specify):
26.	Seat Type (this Occupant Position) (00) Occupant not seated or no seat (01) Bucket (02) Bucket with folding back (03) Bench (04) Bench with separate back cushions (05) Bench with folding back(s) (06) Split bench with separate back cushions (07) Split bench with folding back(s) (08) Pedestal (i.e., column supported) (09) Other seat type (specify): (10) Box mounted seat (i.e., van type) (99) Unknown	(9) Unknown

CHILD SAF	ETV SEAT
28. Child Safety Seat Make/Model (000) No child safety seat Applicable codes are found in your NASS CDS Data Collection, Coding and Editing (950) Built-in child safety seat (997) Other make/model (specify):	31. Child Safety Seat Harness Usage <u>O</u> O
(998) Unknown make/model (999) Unknown if child safety seat used	33. Child Safety Seat Tether Usage Note: Options below applicable to Variables OA31-OA33. (00) No child safety seat
29. Type of Child Safety Seat (0) No child safety seat (1) Infant seat (2) Toddler seat (3) Convertible seat (4) Booster seat (7) Other type child safety seat (specify): (8) Unknown child safety seat used	Not Designed With Harness/Shield/Tether (01) After market harness/shield/tether added, not used (02) After market harness/shield/tether used (03) Child safety seat used, but no after market harness/shield/tether added (09) Unknown if harness/shield/tether added or used Designed With Harness/Shield/Tether (11) Harness/shield/tether not used (12) Harness/shield/tether used (19) Unknown if harness/shield/tether used
30. Child Safety Seat Orientation (00) No child safety seat Designed for Rear Facing for This Age/Weight (01) Rear facing (02) Forward facing (08) Other orientation (specify): (09) Unknown orientation Designed For Forward Facing for This Age/Weight (11) Rear facing (12) Forward facing (18) Other orientation (specify): (19) Unknown orientation Unknown Design or Orientation For This Age/Weight (21) Rear facing (22) Forward facing (22) Forward facing (23) Other orientation (specify): (29) Unknown orientation (99) Unknown if child safety seat used	Unknown If Designed With Harness/Shield/Tether (21) Harness/shield/tether not used (22) Harness/shield/tether used (29) Unknown if harness/shield/tether used (99) Unknown if child safety seat used

	SINJURY CONSEQUENCES	38. Working Days Lost	99
34.	Injury Severity (Police Rating)	Code the number of days (up through 60) that the occupant	
	(0) O - No injury	lost from work due to the accident (00) No working days lost	
	(1) C - Possible injury	(61) 61 days or more	
	(2) B - Nonincapacitating injury	(62) Fatally injured	
	(3) A - Incapacitating injury (4) K - Killed	(97) Not working prior to accident	
	(5) U - Injury, severity unknown	(99) Unknown	
	(6) Died prior to accident		
	(9) Unknown	STOP - GO TO VARIABLE 44 ON PAG	
			Bar di
~~		VARIABLES 39 THROUGH 43 ARE	
35.	Treatment - Mortality	COMPLETED BY THE ZONE CENTER	
	(0) No treatment (1) Fatal		*************
	(2) Fatal - ruled disease (specify):	M. M	~ ~
	in the second common sugarants y	39. Time to Death Code number of hours from time of	
	***************************************	accident to time of death up through 24	
	Nonfatal	hours. If time of death is greater than 24	
	(3) Hospitalization	hours, code number of days. (Note: 1 day	, ee
	(4) Transported and released	31, 2 days = 32, n days = 30 + n up	
	(5) Treatment at scene - nontransported (6) Treatment later	through 30 days = 60)	
	(8) Treatment - other (specify):	(OC) Not fatal	
	,	(96) Fatal - ruled disease (99) Unknown	
	(9) Unknown	wor wombered	
38	Type Of Medical Facility (for Initial Treatment)	40. 1st Medically Reported Cause of Death	00
w	(0) Not treated at a medical facility	41. 2nd Medically Reported Cause of Death	00
	(1) Trauma center	71. And medically hepotical cause of Deadt	
	(2) Hospital	42. 3rd Medically Reported Cause of Death	00
	(3) Medical clinic	Code the Occupant Injury from line	
	(4) Physician's office	number(s) for the medically reported	
	(5) Treatment later at medical facility (8) Other (specify):	injury(s) which reportedly contributed to	
	to water topouts.	this occupant's death (00) Not fatal or no additional causes	
	(9) Unknown	(97) Other result (includes fatal ruled	
		disease) (specify):	
~~	0		
37.	Hospital Stay (00) Not Hospitalized	(99) Unknown	
	Code the number of days (up through 60)		
	that the occupant stayed in hospital.	43. Number of Recorded Injuries for	
	(61) 61 days or more	This Occupant	03
	(99) Unknown	Code the actual number of	
		injuries recorded for this occupant.	
		(00) No recorded injuries	
		(97) Injured, details unknown	
		(99) Unknown if injured	

			-

	AUTOMATIC BELT SYSTEM	48.	Automatic (Passive) Belt Failure Modes
44.	Automatic (Passive) Belt System Availability/		During Accident (0) Not equipped/not available/not in use (1) No automatic belt failure(s) (2) Torn webbing (stretched webbing not included) (3) Broken buckle or latchplate (4) Upper anchorage separated (5) Other anchorage separated (specify):
	Non-functional (4) Automatic beits destroyed or rendered inoperative (9) Unknown		(6) Broken retractor (7) Combination of above (specify): (8) Other automatic belt failure (specify): (9) Unknown
45.	Automatic (Passive) Belt System Use (O) Not equipped/not available/destroyed or rendered inoperative (1) Automatic belt in use (2) Automatic belt not in use (manually disconnected, motorized track inoperative) (specify): (3) Automatic belt use unknown (9) Unknown	49.	Seat Orientation (this Occupant Position) (0) Occupant not seated or no seat (1) Forward facing seat (2) Rear facing seat (3) Side facing seat (inward) (4) Side facing seat (outward) (8) Other (specify): (9) Unknown
46.	Automatic (Passive) Belt System Type (0) Not equipped/not available (1) Non-motorized system (2) Motorized system (9) Unknown	ST	OP - VARIABLES 50 THROUGH 52 ARE IMPLETED BY THE ZONE CENTER
			TRAUMA DATA
47.	Proper Use of Automatic (Passive Belt System (0) Not equipped/not available/not used (1) Automatic belt used properly (2) Automatic belt used properly with child safety seat Automatic Belt Used Improperly (3) Automatic shoulder belt worn under arm (4) Automatic shoulder belt worn behind back (5) Automatic belt worn around more than		Glasgow Coma Scale (GCS) Score (at Medical Facility) (00) Not injured (01) Injured - not treated at medical facility (02) No GCS Score at medical facility (03-15) Code the actual value of the initial GCS Score recorded at medical facility. (97) Injured, details unknown (99) Unknown if injured
	one person (6) Lap portion of automatic belt worn on abdomen (7) Automatic lap and shoulder belt or automatic shoulder belt used improperly with child safety seat (specify):		Was the Occupant Given Blood? (1) No - blood not given (2) Yes - blood given (specify units): (9) Unknown if blood given
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	(8) Other improper use of automatic belt system (specify):(9) Unknown	52	Arterial Blood Gases (ABG) – HCO3
	ARE ALL APPLICABLE MEDICAL RECOING WITH INITIAL SUBMISSION?	RDS	INCLUDED NO[] YES[]
000000000000000000000000000000000000000	UPDATE CANDIDATE?		NO [V YES []

Administration

U.S. Department of Transportation National Highway Traffic Safaty

OCCUPANT INJURY FORM

Form Approved O.M.B. No. 2127-0021

NATIONAL ACCIDENT SAMPLING SYSTEM CRASHWORTHINESS DATA SYSTEM

1. Primary Sampling Unit Number 3. Vehicle Number 01
2. Case Number - Stratum 93-07 4. Occupant Number 01

ANJURY DATA

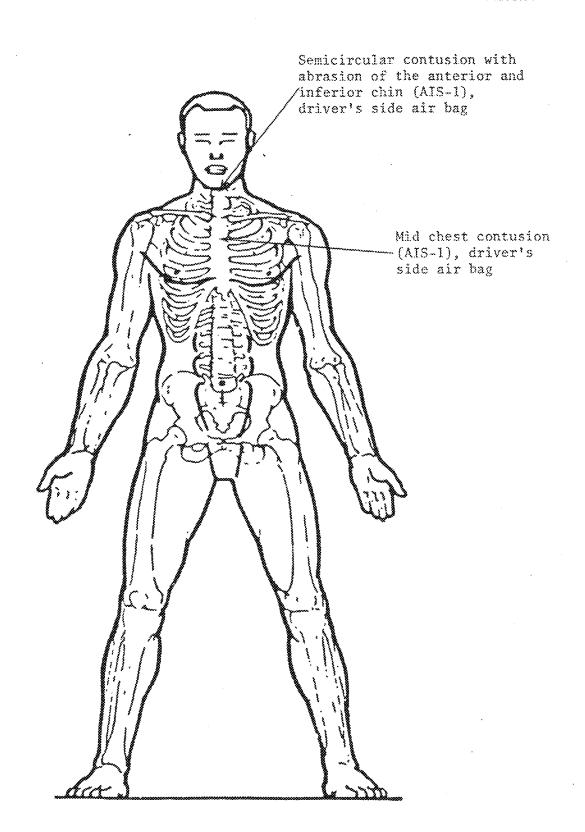
Record below the actual injuries sustained by this occupant that were identified from the official and unofficial data sources. Remember not to double count an injury just because it was identified from two different sources. If greater than ten injuries have been documented, encode the balance on the Occupant Injury Supplement.

		O.I.CA.I.S							Injury		Occupant
	Source of Injury Data	Bady Region	Type of Anatomic Structure	Specific Anatomic Structure	Level of Injury	A.I.S. Severity	Aspect	Injury Source	Source Confidence Level	Direct/ Indirect Injury	Ares Intrusion Number
181	5. <u>R</u>	6. <u>4</u>	7 9 ()O <u>Y</u>	9. <u>02</u>	10	11.4	12. <u>45</u>	13 1	4. 1	15 <u>Q_Q</u>
Znd	16.8	17. 🚨	19. <u>9</u> 19	1. <u>D. 2</u>	20. <u>O 2</u>	21. <u>l</u>	22.8	23. <u>45</u>	24 2	5. L	26. <u>OO</u>
3rd	27. <u>8</u>	28. <u>Z</u>	29. <u>9</u> 30) <u>04</u>	31. <u>04</u>	32. <u> </u>	33.8	94. <u>45</u>	95.] 3	6	97. <u>OD</u>
åth	33	39	40 4		42	43	44	45	46, 4	7	48
5th	49,	50	51 53	•	53	54	55,	56.	67 £	8	59
8th	60	61	52 6:	3	64	65	66	67	68. <u> </u>	s	70
7th	71	72	73 7	4	75	76.	77	78	79 8	o	81
8th	82	83	84 8	5	86	87	88	89	90. <u> </u>	1	92
Sth	93,	\$4	95, 9:	,	97	98	99	100	101 10	21	03,
10th	104	105	10610	7	108	109	110	111	112 11	3.	14
•••••											

HS Form 4338 (1/93)

This report is authorized by P.L. 89-663, Title 1, Section 106, 108, and 112. While you are not required to respond, your cooperation is needed to make the results of this data collection affort comprehensive, accurate, and timely.

AGE 34 SEX Female WI. 40,5kg (90 1) HI. 152.4cm (60")



SOURCE OF INJURY DATA

- (1) Autopsy records with or without hospital/ ක්තානන කරාරක
- (2) Hospitel/medical records other than emergency room (e.g., discharge summary)
- Emergency room records only fincluding seenciated X-rays or other lab reports)
- (4) Private physician, walk-in or amergency alinio

UNOFFICIAL

- (6) Lay coroner report
- (6) E.M.S. personnel
- interviewee
- Other source (specify):
- (9) Police

INJURY SOURCE

FRONT

- (01) Windehield
- (02) Mirror
- (03) Sunvisor
- Steering wheel rim (04)
- (06) Steering wheel hub/spoke
- (06) Steering wheel (combination of codes 04 and 05)
- (07) Steering column, transmission selector lever, other attachment
- (08) Add on equipment (e.g., CS, tape deck, air conditioner)
- (09) Left instrument panel and below
- (10) Center instrument panel and below
- Right instrument penel and below (3 1)
- (12) Glove compartment door
- (13) Knee bolster
- (14) Windshield including one or more of the following: front header, A (A1/A2)-piller, instrument penel, mirror, or steering assembly (driver elde only)
- (15) Windshield including one or more of the following: front header, A (A1/A2)-piller, instrument panel, or minor (passenger side only)
- (16) Driver side sir bag compartment cover
- (17) Passenger side sir bag compartment cover
- (18) Windshield reinforced by exterior object (specify):
- (19) Other front object (specify):

LEFT SIDE

- (20) Left side interior surface. excluding hardware or armrests
- (21) Left side hardware or armrest
- (22) Left A (A1/A2)-piller
- (23) Left B-pillar
- (24) Other left piller (specify):

- (26) Left side window glass or frame
- Left side window glass including one or more of the following: frame, window sill, A (A1/A2)-pillar, B-sillar, or roof side rail.
- (27) Other left side object (specify):
- (28) Left side window sill

RIGHT SIDE

- (30) Right side interior surface,
- excluding hardware or armrests (31) Right side hardwere or armrest
- (32) Right A (A1/A2)-pillar
- (33) Right &-piller
- (34) Other right piller (specify):
- (36) Right side window pless or frame
- (38) Right side window glass including one or more of the following: frame, window sill, A (A1/A2)-piller, B-piller, or roof elde reil.
- (37) Other right side object (specify);
- (38) Right side window sill

INTERIOR

- (40) Seat, back support
- (41) Belt restraint webbing/buckle
- (42) Belt restraint B-pillar or door frame attachment point
- (43) Other restraint system component (specify):
- (44) Head restraint system
- (45) Air bag (use codes "16" and "17" for injuries sustained from air bag compartment covers)
- (48) Other occupants (specify):
- (47) Interior loose objects
- (48) Child safety seat (specify):
- (49) Other interior object (specify):

ROOF

- (60) Front header
- (61) Rear header
- (52) Roof left side rail
- (63) Roof right side rail
- (64) Roof or convertible top

FLOOR

- (68) Floor (including tee pan)
- (57) Floor or console mounted tranamisaion lavar, including console
- (58) Parking brake handle
- (68) Foot controls including parking brake

(60) Backlight (rear window)

- (61) Backlight storage rack, door, stc.
- (82) Other rear object (specify):

EXTERIOR of OCCUPANT'S VEHICLE

- (66) Hood
- (66) Outside hardware (e.g., outside mimor, antennal
- (67) Other exterior surface or tires (exectivity
- (68) Unknown exterior objects

EXTERIOR OF OTHER MOTOR VEHICLE

- (70) Front bumper
- (71) Hood adge
- (72) Other front of vehicle (specify):
- (73) Hood
- (74) Hood amement
- (75) Windshield, roof rail, A-pillar
- (76) Side surface
- (77) Side mirrors
- (78) Other side protructions (specify)
- (79) Rear surface
- (80) Undercarriage
- (81) Tires and wheels
- (82) Other exterior of other motor vehicle (specify):
- (83) Unknown exterior of other motor vehicle

OTHER VEHICLE OR OBJECT IN THE ENVIRONMENT

- (84) Ground
- (86) Other vehicle or object (specify)
- (86) Unknown vehicle or object

NONCONTACT INJURY

- (90) Fire in vehicle
- (91) Flying gisss
- (92) Other noncontact injury source (specify):_
- (93) Air bag exhaust gases
- (97) Injured, unknown source

INJURY SOURCE CONFIDENCE **TEAE**

- Certain (1)
- {2} Probable
- Possible 131
- Unknown

DIRECT/INDIRECT INJURY

- Direct contact injury
- Indirect contact injury
- Nancontect injury (3) injured, unknown source

OCCUPANT INJURY CLASSIFICATION

Body Region

- Head
- **(2)** Face (3) Nack
- Thorax
- Abdomes
- (6) Spine
- **Upper Extremity** Lower Extremity
- Unspecified Type of Anatomic Structure
- Whole Area
- Vassels
- Organa (includes muscles/ (4) igamental
- Skelets! (includes joints)
- (8) Head - LOC
- Skin

Specific Anatomic Structure

- Whole Area (02) Skin Abrasion (02) Skin - Abrasion (04) Skin - Contusion
- (OS) Skin Leceration
- Skin Avulsion
- (10) Amputation (20) Sum
- (30) Crush
- 1405 (EQ
- Deglaving Injury NFS Treuma, other then mechanical
- Head LOC [02] Length of LOC
- 104, 06, 08) Level of Consciousness

- Carvidal
- Thoracic
- Vessels, Nerves, Organs, Sones, Joints are assigned consecutive

two digit numbers beginning with 02 Level of Injury

Specific injuries are assigned consecutive two-digit numbers beginning with 02.

To the extent possible, within the organizational transwork of the AIS. Of its assigned to an injury NFS as to seventy or where only one injury is given in the dictionary for that enstomic structure. 88 is essigned to any injury NFS as to lesion or seventy.

Abbreviated Injury Scale

- Minor Injury
- Moderate injury
- Serious injury (3) Severe injury
- Critical injury
- Maximum (untreatable) injured, unknown severity

Aspect

- Right
- Loft
- Bilateral
- Commal Anterior
- (8) (7) Pusteriur Superior
- Unknown Whole region



U.S. Department of Transportation

OCCUPANT ASSESSMENT FORM

Form Approved O.M.Q. No. 2127-0021

National Highway Traffic Safety NATIONAL ACCIDENT SAMPLING SYSTEM CRASHWORTHINESS DATA SYSTEM OCCUPANT'S SEATING 1. Primary Sampling Unit Number 10. Occupant's Seat Position 93-07 2. Case Number - Stratum Front Seat (11) Left side 3. Vehicle Number (12) Middle (13) Right side 4. Occupant Number (14) Other (specify): OCCUPANT'S CHARACTERISTICS (15) On or in the lap of another occupant Second Seat 5. Occupant's Age (21) Left side Code actual age at time of accident. (22) Middle (00) Less than one year old (specify by month): (23) Right side (24) Other (specify): (97) 97 years and older (25) On or in the lap of another occupant (99) Unknown Third Seat (31) Left side (32) Middle 6. Occupant's Sex (1) Male (33) Right side (34) Other (specify): (2) Female (35) On or in the lap of another occupant (9) Unknown Fourth Seat (41) Left side (42) Middle 7. Occupant's Height (43) Right side Code actual height to the nearest (44) Other (specify): centimeter. (45) On or in the lap of another occupant (999) Unknown 44 Inches X 2.54 = 1 2 centimeters (97) In or on unenclosed area (98) Other seat (specify):_____ (99) Unknown 023 8. Occupant's Weight Code actual weight to the nearest \Diamond 11. Occupant's Posture kilogram. (0) Normal posture (999)Unknown Abnormal posture ____<u>5 1</u> pounds X .4536 = ___<u>2 3</u> kilograms (1) Kneeling or standing on seat (2) Lying on or across seat (3) Kneeling, standing or sitting in front of seat (4) Sitting sideways or turned to talk with another occupant or to look out a rear window 9. Occupant's Role (5) Sitting on a console (1) Driver (6) Lying back in a reclined seat position (2) Passenger (7) Bracing with feet or hands on a surface in front (9) Unknown (8) Other abnormal posture (specify): (9) Unknown

(5.JE)	ed flojiv/E	NTRAPMENT
12. Ejection (0) No ejection (1) Complete ejection (2) Partial ejection (3) Ejection, unknown degree (9) Unknown		15. Medium Status (Immediately Prior To Impact) (0) No ejection (1) Open (2) Closed (3) Integral structure (9) Unknown
13. Ejection Area (0) No ejection (1) Windshield (2) Left front (3) Right front (4) Left rear (5) Right rear (6) Rear (7) Roof (8) Other area (e.g., back of pickup, etc.) (specify): (9) Unknown		16. Entrapment (NOTE: Entrapped means that part of the person was in the vehicle and mechanically restrained; jammed doors and immobilizing injuries by themselves are not sufficient to constitute entrapment.) (0) Not entrapped (1) Entrapped (9) Unknown
14. Ejection Medium (0) No ejection (1) Door/hatch/tailgate (2) Nonfixed roof structure (3) Fixed glazing (4) Nonfixed glazing (specify):		
(8) Other medium (specify): (9) Unknown	***************************************	
		The second control of the second control of

	RESTRAINT SYST	EM EVALUATION
	Manual (Active) Belt System Availability (O) None available (1) Belt removed/destroyed (2) Shoulder belt (3) Lap belt (4) Lap and shoulder belt (5) Belt available—type unknown Integral Belt Partially Destroyed (6) Shoulder belt (lap belt destroyed/removed) (7) Lap belt (shoulder belt destroyed/removed)	21. Air Bag System Availability/Function (0) Not equipped/not available (1) Air bag Non-functional (2) Air bag disconnected (specify): (3) Air bag not reinstalled (9) Unknown
78.	(8) Other belt (specify): (9) Unknown Manual (Active) Belt System Use (00) None used, not available, or belt removed/destroyed (01) Inoperative (specify): (02) Shoulder belt (03) Lap belt (04) Lap and shoulder belt (05) Belt used—type unknown (08) Other belt used (specify):	22. Air Bag System Deployment (0) Not equipped/not available (1) Air bag deployed during accident (as a result of impact) (2) Air bag deployed inadvertently just prior to accident (3) Air bag deployed, accident sequence undetermined (4) Nondeployed (5) Unknown if deployed (6) Air bag deployed as a result of a noncollision event during accident sequence (e.g., fire, explosion, electrical) (9) Unknown
19.	12) Shoulder belt used with child safety seat 13) Lap belt used with child safety seat 14) Lap and shoulder belt used with child safety seat (15) Belt used with child safety seat—type unknown 18) Other belt used with child safety seat (specify): 99) Unknown if belt used Proper Use of Manual (Active) Belts O) None used or not available 1) Belt used properly 2) Belt used properly with child safety seat	23. Are There Indications of Air Bag System Failure? (0) Not equipped/not available (1) No (2) Yes (specify): (9) Unknown Note: See Variables 44 through 48 (Page 5) for Information on Automatic Belts
20. NO 11 11 11 11 11 11 11 11 11 11 11 11 11	3elt Used Improperly 3) Shoulder belt worn under arm 4) Shoulder belt worn behind back or seat 5) Belt worn around more than one person 6) Lap belt worn on abdomen 7) Lap belt or lap and shoulder belt used improperly with child safety seat (specify): 8) Other improper use of manual belt system (specify): 9) Unknown Manual (Active) Belt Failure Modes Ouring Accident 0) No manual belt used 1) No manual belt tailure(s) 2) Torn webbing (stretched webbing not included) 3) Broken buckle or latchplate	24. Police Reported Restraint Use (0) None used (1) Police did not indicate restraint use (2) Shoulder belt (3) Lap belt (4) Lap and shoulder belt (5) Belt used, type not specified (6) Child safety seat (7) Other or automatic restraint (specify): Aig. (A) (8) Restrained, type unknown (9) Police indicated "unknown"
e e e e e e e e e e e e e e e e e e e	4) Upper anchorage separated 5) Other anchorage separated (specify): 6) Broken retractor 7) Combination of above (specify): 8) Other manual belt failure (specify): 9) Unknown	

		HEAD RESTRAINT AN		5.7/418.0/4VBIO1/	
25.	at Ti (0) (1) (2) (3) (4) (5) (6) (8)	I Restraint Type/Damage by Occupant 3 nis Occupant Position No head restraints Integral—no damage Integral—damaged during accident Adjustable—no damage Adjustable—damaged during accident Add-on—no damage Add-on—damaged during accident Other (specify):	(0) (1) (2) (3) (4) (5) (6)	t Performance (this Occupant Position) Occupant not seated or no seat No seat performance failure(s) Seat adjusters failed Seat back folding locks or "seat back"	
	(27)	Unknown			
			(8)	Other (specify):	
26.	(00) (01) (02) (03) (04) (05) (06) (07) (08) (09)	Type (this Occupant Position) Occupant not seated or no seat Bucket Bucket with folding back Bench Bench with separate back cushions Bench with folding back(s) Split bench with separate back cushions Split bench with folding back(s) Pedestal (i.e., column supported) Other seat type (specify): Box mounted seat (i.e., van type) Unknown	(9)	Unknown	

	0:II0 3A	EIV SEAT
28.	Child Safety Seat Make/Model OOO OOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOO	31. Child Safety Seat Harness Usage
	Data Collection, Coding and Editing (950) Built-in child safety seat (997) Other make/model (specify):	
	(998) Unknown make/model (999) Unknown if child safety seat used	Note: Options below applicable to Variables OA31-OA33.
		(OO) No child safety seat
29.	Type of Child Safety Seat (0) No child safety seat (1) Infant seat (2) Toddler seat (3) Convertible seat (4) Booster seat (7) Other type child safety seat (specify): (8) Unknown child safety seat type (9) Unknown if child safety seat used	Not Designed With Harness/Shield/Tether (01) After market harness/shield/tether added, not used (02) After market harness/shield/tether used (03) Child safety seat used, but no after market harness/shield/tether added (09) Unknown if harness/shield/tether added or used Designed With Harness/Shield/Tether (11) Harness/shield/tether not used (12) Harness/shield/tether used
30.	Child Safety Seat Orientation OO O	(19) Unknown if harness/shield/tether used Unknown If Designed With Harness/Shield/Tether (21) Harness/shield/tether not used
	Designed for Rear Facing for This Age/Weight (01) Rear facing (02) Forward facing	(22) Harness/shield/tether used (29) Unknown if harness/shield/tether used
	(08) Other orientation (specify):	(99) Unknown if child safety seat used
	(09) Unknown orientation	
	Designed For Forward Facing for This Age/Weight (11) Rear facing (12) Forward facing	
	(18) Other orientation (specify):	
	(19) Unknown orientation	
	Unknown Design or Orientation For This Age/Weight, or Unknown Age/Weight (21) Rear facing (22) Forward facing (28) Other orientation (specify):	
	(29) Unknown orientation	
	(99) Unknown if child safety seat used	
		*

	INJURY:CONSEQUENCES	20 Martina Dava Loos
<i>.</i>	Injury Severity (Police Bation)	38. Working Days Lost <u>O_O</u>
34.	Injury Severity (Police Rating) <u> </u>	(up through 60) that the occupant
	(0) O - No injury	lost from work due to the accident
	(1) C - Possible injury	(00) No working days lost
	(2) B - Nonincapacitating injury	(61) 61 days or more (62) Fatally injured
	(3) A - Incapacitating injury	(97) Not working prior to accident
	(4) K - Killed	(99) Unknown
	(5) U - Injury, severity unknown (6) Died prior to accident	
	(9) Unknown	STOP - GO TO VARIABLE 44 ON PAGE 7
	, w	2000 Salaharan (1990)
	4	VARIABLES 39 THROUGH 43 ARE
35.	Treatment - Mortality	COMPLETED BY THE ZONE CENTER
	(0) No treatment	
	(1) Fatal (2) Fatal - ruled disease (specify):	39. Time to Death
	far, a state a sociation deposits the	39. Time to Death Code number of hours from time of
	***************************************	accident to time of death up through 24
	Nonfatal	hours. If time of death is greater than 24
	(3) Hospitalization	hours, code number of days. (Note: 1 day =
	(4) Transported and released (5) Treatment at scene - nontransported	31, 2 days = 32, n days = 30 +n up
	(5) Treatment later	through 30 days = 60)
	(8) Treatment - other (specify):	(00) Not fatal (96) Fatal - ruled disease
		(99) Unknown
	(9) Unknown	
		A
36.	Type Of Medical Facility (for Initial Treatment)	40. 1st Medically Reported Cause of Death
	(0) Not treated at a medical facility	41. 2nd Medically Reported Cause of Death 02
	(1) Trauma center	
*	(2) Hospital	42. 3rd Medically Reported Cause of Death
	(3) Medical clinic (4) Physician's office	Code the Occupant Injury from line
9 9	(5) Treatment later at medical facility	number(s) for the medically reported injury(s) which reportedly contributed to
	(8) Other (specify):	this occupant's death
		(00) Not fatal or no additional causes
	(9) Unknown	(97) Other result (includes fatal ruled
		disease) (specify):
37.	Hospital Stay	(99) Unknown
	(00) Not Hospitalized	(53) Augusta
	Code the number of days (up through 60)	
	that the occupant stayed in hospital.	43. Number of Recorded Injuries for
	(61) 61 days or more (99) Unknown	This Occupant
	(va) Vimiossii	Code the actual number of injuries recorded for this occupant.
		(00) No recorded injuries
•		(97) Injured, details unknown
		(99) Unknown if injured
 	·····	3
4000000		
0		
ğ		

	- AUTOMATIC BELT SYSTEM	40 A
44.	Automatic (Passive) Belt System Availability/ OFFunction (0) Not equipped/not available (1) 2 point automatic belts (2) 3 point automatic belts (3) Automatic belts - type unknown	48. Automatic (Passive) Belt Failure Modes During Accident (0) Not equipped/not available/not in use (1) No automatic belt failure(s) (2) Torn webbing (stretched webbing not included) (3) Broken buckle or latchplate (4) Upper anchorage separated (5) Other anchorage separated (specify):
	Non-functional (4) Automatic belts destroyed or rendered inoperative (9) Unknown	(6) Broken retractor (7) Combination of above (specify): (8) Other automatic belt failure (specify):
45.	Automatic (Passive) Belt System Use (0) Not equipped/not available/destroyed or	(9) Unknown
	rendered inoperative (1) Automatic belt in use (2) Automatic belt not in use (manually disconnected, motorized track inoperative) (specify): (3) Automatic belt use unknown (9) Unknown	49. Seat Orientation (this Occupant Position) (0) Occupant not seated or no seat (1) Forward facing seat (2) Rear facing seat (3) Side facing seat (inward) (4) Side facing seat (outward) (8) Other (specify):
		(9) Unknown
46.	Automatic (Passive) Belt System Type (0) Not equipped/not available (1) Non-motorized system (2) Motorized system (9) Unknown	STOP - VARIABLES 50 THROUGH 52 ARE COMPLETED BY THE ZONE CENTER
		TRAUMA DATA
n	Proper Use of Automatic (Passive Belt System (0) Not equipped/not available/not used (1) Automatic belt used properly (2) Automatic belt used properly with child safety seat Automatic Belt Used Improperly (3) Automatic shoulder belt worn under arm (4) Automatic shoulder belt worn behind back (5) Automatic belt worn around more than one person	50. Glasgow Coma Scale (GCS) Score (at Medical Facility) (00) Not injured (01) Injured - not treated at medical facility (02) No GCS Score at medical facility (03-15) Code the actual value of the initial GCS Score recorded at medical facility. (97) Injured, details unknown (99) Unknown if injured
***************************************	(6) Lap portion of automatic belt worn on abdomen (7) Automatic lap and shoulder belt or automatic shoulder belt used improperly with child safety seat (specify):	51. Was the Occupant Given Blood? (1) No - blood not given (2) Yes - blood given (specify units): (9) Unknown if blood given
oran de la composition della c	(8) Other improper use of automatic belt system (specify): (9) Unknown	52. Arterial Blood Gases (ABG) – HCO3 ONOT injured (00) Not injured (01) Injured, ABGs not measured or reported (02-50) Code the actual value of theHCO3 (96) ABGs reported, HCO3 unknown (97) Injured, details unknown (99) Unknown if injured
	ARE ALL APPLICABLE MEDICAL RECO	RDS INCLUDED NO[] YES[] -
3		

Administration

OCCUPANT INJURY FORM

Form Approved O.M.B. No. 2127-0021

National accident sampling system Crashworthiness data system

1. Primary Sampling Unit Number 3. Vehicle Number 01
2. Case Number - Stratum 93-07 4. Occupant Number 02

INJURY DATA

Record below the actual injuries sustained by this occupant that were identified from the official and unofficial data sources. Remember not to double count an injury just because it was identified from two different sources. If greater than ten injuries have been documented, encode the balance on the Occupant Injury Supplement.

		************		0.1.0			Injury		Occupant		
	Source of Injury Data	Body Region	Type of Anetomic Structure	Specific Anatomic Structure	Løvel of Injury	A.I.S. Seventy	Aspect	injury Source	Source Confidence Level	Direct/ Indirect Injury	Arse Intrusion Number
lst	5. <u>1</u>	6. <u>1</u>	7.보	e <u>O3</u>	9. <u>04</u>	10.5	11.8	12. <u>03</u> (54	13. 1	4.1	is. <u>Δ</u> Ω
2nd	16. <u>l</u>	17. 🔔	18. <u>4</u> 1	9. <u>01</u>	20. <u>0 2</u>	21. <u>5</u>	22. <u>8</u> _	23 02/5 4	24. <u>l</u> 2	5. <u>L</u> :	26. <u>QQ</u>
3rd	27	28. 📗	28. <u>4</u> 3	o. <u>D6</u>	31. <u>24</u>	92. <u>4</u>	83. <u>Z</u>	34. <u>02/54</u>	35. <u>1</u> 3	s. <u>1</u> :	17. <u>00</u>
4th	38. <u> </u>	39. <u>l</u>	40. <u>4</u> . 4	1. <u>06</u>	42. <u>64</u>	43. <u>4</u>	44. <u>9</u>	45. <u>02 5</u> 4	46. <u> </u>	7-L -	18. <u>OO</u>
5th	49. <u>1</u>	50. <u>L</u>	51. <u>4</u> 5	2. <u>06</u>	53. <u>84</u>	64. <u>3</u>	E5 <u>9</u>	66. <u>Ой 5</u> Ч	67. <u>l</u> 6	8. <u> </u> 1	ss. <u>OD</u>
Sth	60. <u>L</u>	61, <u>4</u>	62. <u>4</u> 6	3. <u>1.4</u>	64. <u>L O</u>	65. <u>4</u>	66.3	e2.17/12	es. <u>1</u> e	9. <u> </u>	70. <u>O O</u>
7th	71. 👤	72. <u>4</u>	79. <u>4</u> 7	4. <u>1. 0</u>	75. <u>0 Y</u>	76. 🗓	77. <u>Y</u>	78.[7/45	79. <u> </u>	D. <u> </u>	n. <u>OD</u>
8th	82. <u>T</u>	83. <u>5</u>	84. <u>Ч</u> 8	5. <u>4 a</u>	86. <u>22</u>	87. <u>J</u>	es. <u>Z</u>	27/13	90. <u>l</u> 9	1. <u> </u>	2. <u>O</u> D
9th	93	\$4	e <u>P</u> .ee	ь. <u>ОЧ</u> .	97. <u>O À</u>	98. <u>L</u>	99. <u>5</u>	00. <u>() }</u>	101. 1 10.	z. <u>1</u> 10	9. <u>00</u>
10th	1041	os. <u>L</u> 1	06. <u>9</u> 10	، ۵ ۲ ،	08. <u>0)</u>	1091	10. <u>6</u> . 1	11. <u>02</u>	112. 1 11:). <u> </u> 11	4. <u>Q</u> Q

HS Form 433B (1/93)

This report is authorized by P.L. 89-563, Tide 1, Section 106, 108, and 112. While you are not required to respond, your cooperation is needed to make the results of this data collection effort comprehensive, accurate, and timely.

				~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	UPANTE	MUURY	ABYANYAN				
***************************************	Source of Injury Date	Body Region	Type of Anetomic Structure	O.I.C Specific Ansternic Structure	Level of Injury	A.I.S. Seventy	Aspect	Injury Source	Injury Source Confidence Level	Direct/ Indirect Injury	Occupant Area Intrusion Number
11th	<u></u>	2	1	<u>04</u>	<u> 03</u>	<u>l</u>	1	<u>40</u>	L	1,	<u>00</u>
12th	1	2	9	<u>04</u>	<u>02</u>	7	L	40	1	L	<u>_0</u> 0
13th	<u>1</u>	2	<u>9</u>	24	_02	<u>1</u>	A	<u>02</u>	L	1	<u>00</u>
14th	1	2	Ĺ	<u>04</u>	<u>02</u>	1	Ä	<u> 03</u>	L	T	_00
15th		2	<u>9</u>	<u>06</u>	<u>02</u>		۷_	_02	L	L	<u>00</u>
16th	<u>L</u>	2	<u>9</u>	<u>02</u>	<u>02</u>	<u></u>	8	<u> </u>	L	1	<u>00</u>
17th	L	2	<u>9</u>	<u>04</u>	<u>02</u>		8	17	1	L	20
18th	L	2	<u>9</u>	<u> </u>	<u>02</u>	7	8	17	1	<u>.</u>	00
19th	L	2	1	<u>04</u>	<u>07</u>		2	17	L	1	<u>00</u>
201h	***************************************	2	9	<u>04</u>	03	1	2	<u>-01</u>	1	<u>.i</u>	_Q.Q
2181	1	2	2	<u>0 6</u>	<u>0</u> 0	1	2	<u>01</u>	1	L	<u>00</u>
<b>22</b> nd		-								100	
23rd			_								
24th		-									- - - - -
25th	p300000					- Security					

Fine, diffuse, acute subarachnoid hemorrhage (AIS-3), rearview mirror/maplight

AGE 6
SEX Female.
WI. 23 kg (51 1b
HI. 111.8 cm (44

Hematoma of the auricle of the right ear (AIS-1), right` front seat cushion

0.7 cm hematoma of the intertrial septum over the right atrium (AIS-3), passenger side air bag

0.7 cm hematoma of the right frontal scalp (AIS-1), rearview mirror

5 cm diameter hematoma over the superior sagittal suture line of the scalp (AIS-1), rearview mirror

Focally hemorrhagic and ecchymotic areas of the lungs (AIS-1), passenger side air bag

1.7 cm rupture of the capsule of the spleen (AIS-2), passenger side air bag

Pronounced brain swelling 1545 grams (AIS-4), rearview mirror/maplight

Uncal and cerebular tonsillar herniation (AIS-5), rearview mirror/maplight

Acute contusion of the inferior aspect of the pons on the right (AIS-5), rearview mirror/overhead map light

Acute contusions of the superior aspect of the left and right temporal lobes, anteriorly (AIS-4), rearview mirror/

4 x 2 cm hematoma at the latera aspect of the left eye (AIS-1), rearview mirror

4 x 2 cm hematoma to the latera tip of the nose (AIS-1), rearvi mirror

> 2 and 3 cm lacerations to the left lateral tip of th nose (AIS-1), rearview mirror

3 x 1.5 cm abrasion at the left lateral aspect of the mouth (AIS-1), passenger side air bag module cover flap

4 x 1 cm hemorrhage t the upper and lower lips (AIS-1), passeng side air bag module cover flap

10 x 5 cm abrasion to the anter and inferior aspect of the chin (AIS-1), passenger side air bag module cover flap

3 x 1 cm hematoma over the anterior armfold at the left elbow (AIS-1), passenger side air bag module cover flap

Multiple hematomas of the dor of the left hand (AIS-1), windshield

Multiple lacerations (glass cuts) to the dorsum of the left hand (AIS-1), windshield

# SOURCE OF INJURY DATA

- (1) Autopay records with or without hospital/ medical records
- (2) Hospital/medical records other than emergency room (e.g., discharge
- (3) Emergency room records only (including sesociated X-rays or other lab reports)
- (4) Private physician, walk-in or emergency

#### LINOPPICIAL.

- (6) Lay commer report
- (6) E.M.S. personnel
- Interviewee
- (8) Other source (specify):
- (8) Police

## INJURY SOURCE

## FROM

- (01) Windshield
- (02) Mirror
- (03) Sunvisor
- (04) Steering wheel rim
- (05) Steering wheel hub/spoke
- (06) Steering wheel (combination of codes 04 and 06)
- (07) Steering column, transmission selector lever, other attachment
- (OS) Add an equipment (e.g., CB, tape deck, air conditioner)
- (08) Left instrument panel and below
- (10) Center instrument panel and below
- (11) Right instrument panel and below
- (12) Glove compertment door
- (13) Knee bolster
- (14) Windshield including one or more of the following: front header, A (A1/A2)-piller, instrument penel, mirror, or steering assembly (driver eide only)
- (15) Windshield including one or more of the following: front header, A (A1/A2)-piller, instrument panel, or mimor (passenger side only)
- (16) Driver side sir bag compartment cover
- (17) Passenger side air bag compertment cover
- (18) Windshield reinforced by exterior object (epecify):
- (19) Other front object (specify):

## LEFT SIDE

- (20) Lait side interior surface. excluding hardware or ammests
- (21) Left side hardwars or armrest
- (22) Left A (A1/A2)-piller
- (23) Left 8-piller
- (24) Other left piller (specify):

- (25) Left side window glass or frame
- (26) Laft side window glass including one or more of the following: frame, window sill, A (A1/A2)-piller, 8-piller, or roof side rail.
- (27) Other left side object (specify):
- (28) Left side window sill

#### RIGHT SIDE

- (30) Right side interior surface, excluding hardware or emrests
- (31) Right side herdware or ammeet
- (32) Right A (A1/A2)-pillar
- (33) Right 8-pillar
- (34) Other right piller (specify):
- (35) Right side window glass or frame
- (36) Right side window gless including one or more of the following: freme, window eill, A (A1/A2)-piller, 8-piller, or roof side rell.
- (37) Other right side object (specify):
- (38) Right side window sill

#### INTERIOR

- (40) Seat, back support
- (41) Belt restraint webbing/buckle
- (42) Beit restraint 8-piller or door frame attachment point
- Other restraint system component (specify):
- (44) Hasd restraint system
- (45) Air beg (use codes "16" and "17" for injuries eustsined from air bag compartment covers)
- (46) Other occupants (specify):
- (47) Interior loose objects
- (48) Child esfety seat (specify):
- (49) Other interior object (specify):

#### ROOF

- (50) Front header
- 1511 Rear bassier
- (62) Roof left side rail
- (53) Roof right side rail
- (54) Roof or convertible top

### FLOOR

- (56) Floor (including toe pan)
- (67) Floor or console mounted transmission lever, including consols
- (88) Perking brake handle
- (59) Foot controls including parking brake

(80) Backlight treer window)

- (81) Backlight storage rack, door, etc.
- (82) Other rear object (specify):

#### EXTERIOR of OCCUPANT'S VEHICLE

- (65) Hood
- (88) Outside herdwere (e.g., outside mimor, antenna)
- Other exterior surface or tires (epecify):
- (68) Unknown exterior objects

### EXTERIOR OF OTHER MOTOR VEHICLE

- (70) Front bumper
- (71) Hood sage
- (72) Other front of vehicle (specify):
- (73) Hood
- (74) Hood omement
- Windshield, mof rail, A-pillar (783
- (76) Side surface
- (77) Side mirrors
- (78) Other side protrusions (specify)
- (79) Rear surface
- (80) Undercamage
- (81) Thes and wheels
- (82) Other exterior of other motor vehicle (specity):
- (83) Unknown exterior of other motor vehicle

#### OTHER VEHICLE OR OBJECT IN THE ENVIRONMENT

- (84) Ground
- (85) Other vehicle or object (specify)
- (86) Unknown vehicle or object

## NONCONTACT INJURY

- (80) Fire in vehicle
- (91) Flying glass
- (92) Other noncontact injury source (apacify):
- (93) Air bag exhaust gases
- 1971 Injured, unknown source

## INJURY SOURCE CONFIDENCE LEVEL

- 111 Cartain
- Probable 123
- {3} aldiaso9
- Unknown

## DIRECT/INDIRECT INJURY

- Direct contact injury
- Indirect contact injury
- Moncontact injury 133 injured, unknown source

## OCCUPANT INJURY CLASSIFICATION

## Body Region

- Head
- FRCR
- (3) Neck Thursy
- (4) (5) (6) Abdomen Spine
- Upper Extremity (7) (8) Lower Extremity Unepecified

## Type of Anatomic Structure

- **{}}** Whole Area
- Vesesie
- (3) Nerves Organa (includes muscles/ (stnomagii
- Skeletal (includes jointa)
- 181 Mesd - LDC

## Specific Anatomic Structure

- Whole Ares (02) Skin Abresion (04) Skin Contusion 1021 (04)
- (06) Skin - Laceration
- (08) Skin - Avuision
- 41O1 Amputation 8um (20)
- (40) Degloving bijury - NFS (60)
- Trauma, other than mechanical (80)
- Head LOC (02) Length of LOC (04, 06, 08) Level of Consciousness (10) Consussion
- Vessels, Nerves, Organs, Sones, Joints are assigned consecutive two digit numbers beginning with 02

## Level of Injury

Cervical

(04) Thoracic

Specific injuries are assigned consecutive two-digit numbers beginning with 02.

To the extent possible, within the organizational framework of the AlS, 00 is assigned to an injury NFS as to seventy or where only one injury is given in the dictionary for that enatomic structure. 80 is assigned to any injury NFS as to lesion or seventy.

## Abbreviated Injury Scale

- Minor Injury
- Moderate injury
- Serious injury (3)
- (4) (8) Severe injury Critical injury
- (8) Maximum (untreatable) lolured, unknown severity 171

# Aspect

- Right
- Last
- (3) **Edatersi**
- Central Anterior
- (0) (7) Posterior
- Superior Interior (8)
- Unknows
- Whole region

# VEHICLE #2

1986 Volkswagen Golf



U.S. Department of Transportation

# **OCCUPANT ASSESSMENT FORM**

Form Approved O.M.&: No. 2127-0021

National Highway Traffic Safety Administration NATIONAL ACCIDENT SAMPLING SYSTEM CRASHWORTHINESS DATA SYSTEM

1. Primary Sampling Unit Number	OCCUPANT'S SEATING
2. Case Number - Stratum <u>93-07</u>	10. Occupant's Seat Position
3. Vehicle Number <u>Q_2_</u>	(11) Left side (12) Middle
4. Occupant Number	(13) Right side
OCCUPANT'S CHARACTERISTICS	(14) Other (specify):(15) On or in the lap of another occupant
5. Occupant's Age Code actual age at time of accident. (00) Less than one year old (specify by month):  (97) 97 years and older (99) Unknown	Second Seat (21) Left side (22) Middle (23) Right side (24) Other (specify): (25) On or in the lap of another occupant
6. Occupant's Sex (1) Male (2) Female (9) Unknown	Third Seat (31) Left side (32) Middle (33) Right side (34) Other (specify): (35) On or in the lap of another occupant
7. Occupant's Height Code actual height to the nearest centimeter. (999) Unknown	Fourth Seat (41) Left side (42) Middle (43) Right side (44) Other (specify): (45) On or in the lap of another occupant
74 inches X 2.54 = 188 centimeters	(97) In or on unenclosed area (98) Other seat (specify): (99) Unknown
8. Occupant's Weight Code actual weight to the nearest kilogram. (999)Unknown	11. Occupant's Posture
175 pounds X .4536 - 079 kilogrems  9. Occupant's Role (1) Driver (2) Passenger (9) Unknown	Abnormal posture (1) Kneeling or standing on seat (2) Lying on or across seat (3) Kneeling, standing or sitting in front of seat (4) Sitting, sideways or turned to talk with another occupant or to look out a rear window (5) Sitting on a console (6) Lying back in a reclined seat position (7) Bracing with feet or hands on a surface in front of seat (8) Other abnormal posture (specify): (9) Unknown
	151

	EJEC	HIIONVIE	VTRAPMENT
12.	Ejection (0) No ejection (1) Complete ejection (2) Partial ejection (3) Ejection, unknown degree (9) Unknown		15. Medium Status (Immediately Prior To Impact) (0) No ejection (1) Open (2) Closed (3) Integral structure (9) Unknown
13.	Ejection Area (0) No ejection (1) Windshield (2) Left front (3) Right front (4) Left rear (5) Right rear (6) Rear (7) Roof (8) Other area (e.g., back of pickup, etc.) (specify): (9) Unknown	<u></u>	(NOTE: Entrapped means that part of the person was in the vehicle and mechanically restrained; jammed doors and immobilizing injuries by themselves are not sufficient to constitute entrapment.) (0) Not entrapped (1) Entrapped (9) Unknown
14.	Ejection Medium (0) No ejection (1) Door/hatch/tailgate (2) Nonfixed roof structure (3) Fixed glazing (4) Nonfixed glazing (specify): (5) Integral structure (8) Other medium (specify): (9) Unknown	<u>.</u>	

	PRESTRAINT SYST	TEM EVALUATION	
17.	Manual (Active) Belt System Availability	21. Air Bag System Availability/Function (O) Not equipped/not available (1) Air bag	٥
	(3) Lap belt (4) Lap and shoulder belt (5) Belt available—type unknown	Non-functional (2) Air bag disconnected (specify):	
	Integral Belt Partially Destroyed (6) Shoulder belt (lap belt destroyed/removed) (7) Lap belt (shoulder belt destroyed/removed)	(3) Air bag not reinstalled (9) Unknown	
	(8) Other belt (specify):	22. Air Bag System Deployment (0) Not equipped/not available	_0
	(9) Unknown	(1) Air bag deployed during accident (as a result of impact)	
18.	Manual (Active) Belt System Use (00) None used, not available, or belt removed/destroyed	(2) Air bag deployed inadvertently just prior to accident (3) Air bag deployed, accident sequence undetermined	
	(O1) Inoperative (specify): (O2) Shoulder belt	(4) Nondeployed (5) Unknown if deployed	
	(03) Lap belt (04) Lap and shoulder belt (05) Belt used—type unknown (08) Other belt used (specify):	(6) Air bag deployed as a result of a noncollision event during accident sequence (e.g., fire, explosion, electrical) (9) Unknown	<b>18</b>
	(12) Shoulder belt used with child safety seat (13) Lap belt used with child safety seat (14) Lap and shoulder belt used with child safety seat	23. Are There Indications of Air Bag System Failure?	
	(15) Belt used with child safety seat—type unknown (18) Other belt used with child safety seat (specify):	(0) Not equipped/not available (1) No (2) Yes (specify):	
	(99) Unknown if belt used	(9) Unknown	
19.	Proper Use of Manual (Active) Belts (0) None used or not available (1) Belt used properly (2) Belt used properly with child safety seat	Note: See Variables 44 through 48 (Page 5) for Information on Automatic Belts	
	Belt Used Improperly (3) Shoulder belt worn under arm (4) Shoulder belt worn behind back or seat (5) Belt worn around more than one person (6) Lap belt worn on abdomen (7) Lap belt or lap and shoulder belt used improperly with child safety seat (specify):	24. Police Reported Restraint Use (0) None used (1) Police did not indicate restraint use (2) Shoulder belt (3) Lap belt (4) Lap and shoulder belt	4
	(8) Other improper use of manual belt system (specify):	(5) Belt used, type not specified (6) Child safety seat (7) Other or automatic restraint (specify):	
	(9) Unknown	(8) Restrained, type unknown (9) Police indicated "unknown"	
20.	Manual (Active) Belt Failure Modes  During Accident (0) No manual belt used (1) No manual belt failure(s) (2) Torn webbing (stretched webbing not included) (3) Broken buckle or latchplate (4) Upper anchorage separated (5) Other anchorage separated (specify):		
	(7) Combination of above (specify):		
	(8) Other manual belt failure (specify):  (9) Unknown		
	Fee 8 10 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	§	

<u> 1540) ISAN ISAN ISAN</u>	
Head Restraint Type/Damage by Occupant at This Occupant Position (0) No head restraints (1) Integral—no damage (2) Integral—damaged during accident (3) Adjustable—no damage (4) Adjustable—damaged during accident (5) Add-on—no damage (6) Add-on—damaged during accident (8) Other (specify): (9) Unknown  Seat Type (this Occupant Position) (00) Occupant not seated or no seat (01) Bucket (02) Bucket with folding back (03) Bench (04) Bench with separate back cushions (05) Bench with folding back(s) (06) Split bench with separate back cushions (07) Split bench with folding back(s) (08) Pedestal (i.e., column supported) (09) Other seat type (specify): (10) Box mounted seat (i.e., van type) (99) Unknown	27. Seat Performance (this Occupant Position) (0) Occupant not seated or no seat (1) No seat performance failure(s) (2) Seat adjusters failed (3) Seat back folding locks or "seat back" failed (4) Seat track/anchors failed (5) Deformed by impact of occupant (6) Deformed by passenger compartment intrusion (specify):  (7) Combination of above (specify): (8) Other (specify): (9) Unknown

	ē illu	2541		SEA		
28.	Child Safety Seat Make/Model <u>O O</u> (000) No child safety seat Applicable codes are found in your NASS CDS Data Collection, Coding and Editing				Safety Seat Harness Usage Safety Seat Shield Usage	00
	(950) Built-in child safety seat (997) Other make/model (specify):		-		•	
	(998) Unknown make/model (999) Unknown if child safety seat used			Note:	Safety Seat Tether Usage Options below applicable to	
			***************************************		oles OA31-OA33. No child safety seat	
29.	Type of Child Safety Seat  (0) No child safety seat  (1) Infant seat  (2) Toddler seat  (3) Convertible seat  (4) Booster seat  (7) Other type child safety seat (specify):  (8) Unknown child safety seat type  (9) Unknown if child safety seat used	<u></u>		(01) (02) (03) (09) (09) Design (11)	esigned With Harness/Shield/Tet After market harness/shield/tetl added, not used After market harness/shield/tetl Child safety seat used, but no a harness/shield/tether added Unknown if harness/shield/tethe added or used harness/shield/tether not used Harness/shield/tether used	ter ter used ofter market
30.		<u> </u>	000000000000000000000000000000000000000	(19)	Unknown if harness/shield/tetho	
	(00) No child safety seat  Designed for Rear Facing for This Age/Weight (01) Rear facing (02) Forward facing (03) Other orientation (specify):		***************************************	(21)   (22)   (29)	ow <i>n If Designed With Harness/S</i> Harness/shield/tether not used Harness/shield/tether used Unknown if harness/shield/tethe Unknown if child safety seat us	er used
	(09) Unknown orientation					
	Designed For Forward Facing for This Age/We (11) Rear facing (12) Forward facing (18) Other orientation (specify):	ight	***************************************			
	(19) Unknown orientation		***************************************			
	Unknown Design or Orientation For This Age/Weight, or Unknown Age/Weight (21) Rear facing (22) Forward facing (28) Other orientation (specify):		***************************************			
	(29) Unknown orientation		0			
	(99) Unknown if child safety seat used		000000000000000000000000000000000000000			
			000000			

	INJURY CONSEQUENCES	38. Working Days Lost
34	Injury Severity (Police Rating)	Code the number of days
₩.	udan's passarth future wermits	(up through 60) that the occupant
	(0) O - No injury	lost from work due to the accident
	(1) C - Possible injury	(00) No working days lost (61) 61 days or more
	(2) B - Nonincapacitating injury	(62) Fatally injured
	(3) A - Incapacitating injury (4) K - Killed	(97) Not working prior to accident
	(5) U - Injury, severity unknown	(99) Unknown
	(6) Died prior to accident	
	(9) Unknown	STOP - GO TO VARIABLE 44 ON PAGE 7
	•	
35	Treatment - Mortality	VARIABLES 39 THROUGH 43 ARE
and which	(0) No treatment	COMPLETED BY THE ZONE CENTER
	(1) Fatal	
	(2) Fatal - ruled disease (specify):	39. Time to Death
		Code number of hours from time of
	Nonfatal	accident to time of death up through 24
	(3) Hospitalization	hours. If time of death is greater than 24 hours, code number of days. (Note: 1 day =
	(4) Transported and released	31, 2 days = 32, n days = 30 +n up
	(5) Treatment at scene - nontransported	through 30 days = 60)
	(6) Treatment later (8) Treatment - other (specify):	(00) Not fatal
	(0) Headingur - Other fohach At-	(96) Fatal - ruled disease
	(9) Unknown	(99) Unknown
	· · · · · · · · · · · · · · · · · · ·	
36.	Type Of Medical Facility (for Initial Treatment)	40. 1st Medically Reported Cause of Death <u>O</u> O
· · ·	(0) Not treated at a medical facility	41. 2nd Medically Reported Cause of Death O O
	(1) Trauma center	** . Kild mountany mopositou dadoo us would
	(2) Hospital	42. 3rd Medically Reported Cause of DeathO_O_
	(3) Medical clinic (4) Physician's office	Code the Occupant Injury from line
	(5) Treatment later at medical facility	number(s) for the medically reported injury(s) which reportedly contributed to
	(8) Other (specify):	this accupant's death
		(00) Not fatal or no additional causes
	(9) Unknown	(97) Other result (includes fatal ruled
		disease) (specify);
37.	Hospital StayOO	(99) Unknown
	(00) Not Hospitalized	
	Code the number of days (up through 60) that the occupant stayed in hospital.	
	(61) 61 days or more	43. Number of Recorded Injuries for This Occupant
	(99) Unknown	This Occupant <u>() ()</u> Code the actual number of
		injuries recorded for this occupant.
		(00) No recorded injuries
	•	(97) Injured, details unknown
		(99) Unknown if injured

	AUTOMATIC BELT SYSTEM	48. Automatic (Passive) Belt Failure Modes
44.	Automatic (Passive) Belt System Availability/ OFFunction (0) Not equipped/not available (1) 2 point automatic belts (2) 3 point automatic belts (3) Automatic belts - type unknown	During Accident (0) Not equipped/not available/not in use (1) No automatic belt failure(s) (2) Torn webbing (stretched webbing not included) (3) Broken buckle or latchplate (4) Upper anchorage separated (5) Other anchorage separated (specify):
	Non-functional (4) Automatic belts destroyed or rendered inoperative (9) Unknown	(6) Broken retractor (7) Combination of above (specify): (8) Other automatic belt failure (specify): (9) Unknown
45.	Automatic (Passive) Belt System Use (0) Not equipped/not available/destroyed or rendered inoperative (1) Automatic belt in use (2) Automatic belt not in use (manually disconnected, motorized track inoperative) (specify):  (3) Automatic belt use unknown (9) Unknown	49. Seat Orientation (this Occupant Position) (0) Occupant not seated or no seat (1) Forward facing seat (2) Rear facing seat (3) Side facing seat (inward) (4) Side facing seat (outward) (8) Other (specify):
46.	Automatic (Passive) Belt System Type (O) Not equipped/not available (1) Non-motorized system (2) Motorized system (9) Unknown	STOP - VARIABLES 50 THROUGH 52 ARE COMPLETED BY THE ZONE CENTER
		TRAUMA DATA
47.	Proper Use of Automatic (Passive Belt System (0) Not equipped/not available/not used (1) Automatic belt used properly (2) Automatic belt used properly with child safety seat  Automatic Belt Used Improperly (3) Automatic shoulder belt worn under arm (4) Automatic shoulder belt worn behind back (5) Automatic belt worn around more than one person	50. Glasgow Coma Scale (GCS) Score  (at Medical Facility) (00) Not injured (01) Injured - not treated at medical facility (02) No GCS Score at medical facility (03-15) Code the actual value of the initial GCS Score recorded at medical facility. (97) Injured, details unknown (99) Unknown if injured
	<ul> <li>(6) Lap portion of automatic belt worn on abdomen</li> <li>(7) Automatic lap and shoulder belt or automatic shoulder belt used improperly with child safety seat (specify):</li> </ul>	51. Was the Occupant Given Blood? (1) No - blood not given (2) Yes - blood given (specify units): (9) Unknown if blood given
	(8) Other improper use of automatic belt system (specify): (9) Unknown	52. Arterial Blood Gases (ABG) – HCO3 OOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOO
	ARE ALL APPLICABLE MEDICAL RECOR	DS INCLUDED NO[] YES[] .
	UPDATE CANDIDATE?	NO[] YES[]

Administration

U.S. Department of Transportation National Highway Traffic Safety

OCCUPANT INJURY FORM

Form Approved O.M.S. No. 2127-0021

NATIONAL ACCIDENT SAMPLING SYSTEM CRASHWORTHINESS DATA SYSTEM

 1. Brimary Sampling Unit Number
 3. Vehicle Number

 2. Case Number - Stratum
 93-07

 4. Occupant Number
 01

## THE USA PARTA

Record below the actual injuries sustained by this occupant that were identified from the official and unofficial data sources. Remember not to double count an injury just because it was identified from two different sources. If greater than ten injuries have been documented, encode the balance on the Occupant Injury Supplement.

		O.I.CA.I.S							Injury		Occupant
	Source of Injury Data	Body Region	Type of Anetomic Structure	Anetomic	Level of Injury	A.I.S. Saverity	· Aspect	Injury Source	Source Confidenc Level	Direct/ e Indirect Injury	Area
lst	s. <u>O</u>	6. 📿	7. <u>0</u>	8. <u>Q Q</u>	9. <u>Q. O</u>	10. <u>O</u>	11. <u>O</u>	12. <u>O O</u>	13. <u>O</u>	14. <u>Q</u>	15. <u>Q</u> <u>Q</u>
2nd	16.	17.	18	19	20	21	22	23	24	25	26
3rd	27	28	29	30	31,	32	33	34,	35	36	97
4th	38	39.	40	41	42	43,	44,	45,	46	47	49
5th	49	50	51	52	53	54	55	56	67	68	59
6th	60	61	62	68	64	<b>6</b> 5	66. <u> </u>	67	68	69	70
7th	71,	72	73	74	75	76	77	78	79	80	81
8th	92	82	<b>84.</b>	95	86	87. <del></del>	88	99	90	91	92.
9th	93	94	95	3 <b>6.</b> 10. 20. 20. 20. 20. 20. 20. 20. 20. 20. 2	97	<b>38.</b>	es	100	101,	021	03
10th	104	105 1	06 1	37.	108,	109	110	111	112 1	13 1	14
									4 T		

HS Form 4338 (1/93)

This report is authorized by P.L. 89-563, Title 1, Section 105, 108, and 112. While you are not required to respond, your cooperation is needed to make the results of this data collection effort comprehensive, accurate, and timely.